

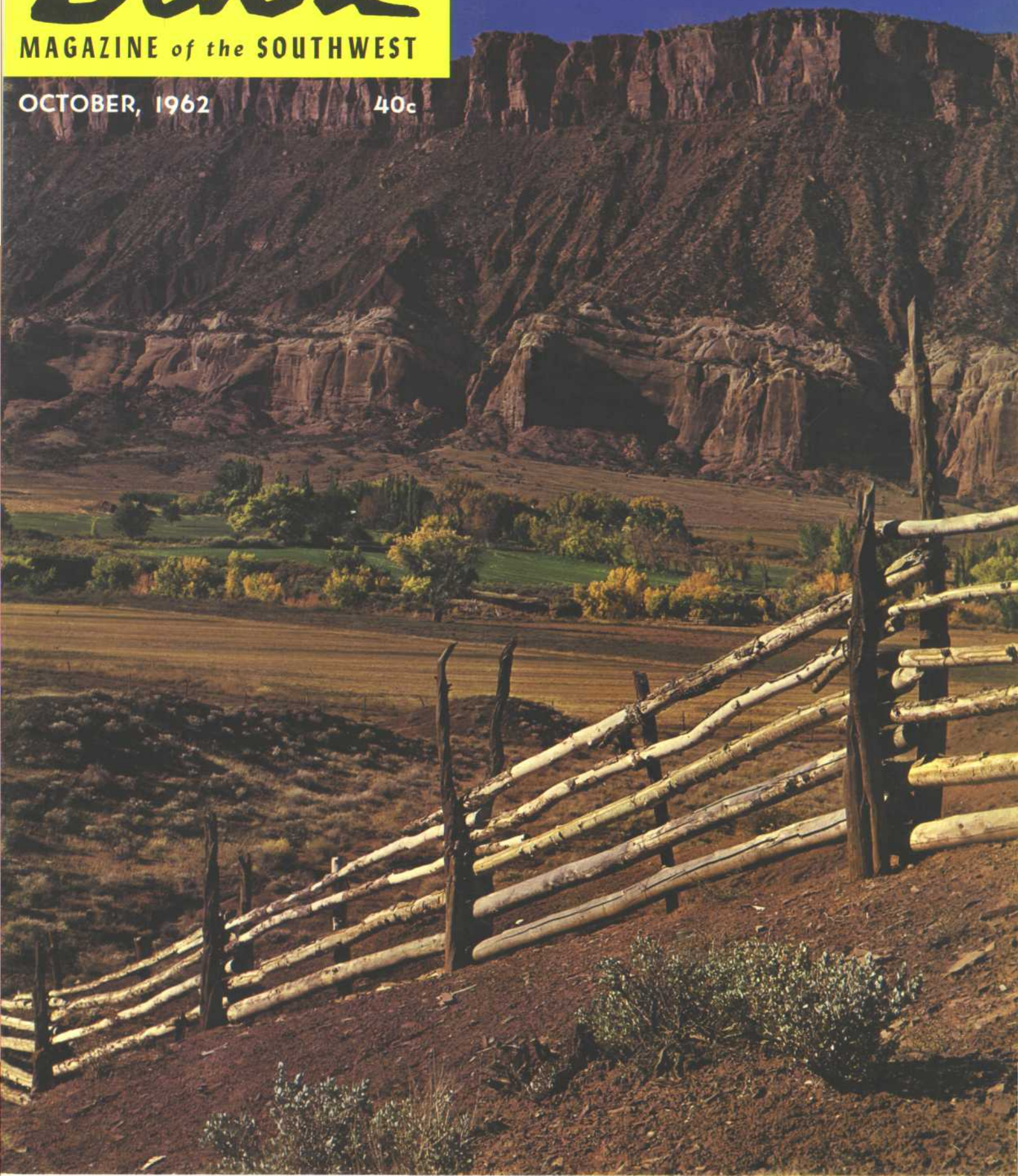
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Desert

MAGAZINE of the SOUTHWEST

OCTOBER, 1962

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—THE DESERT IN OCTOBER:

500 BOATS. There are some parts of the desert than can only be reached by boat, foot or helicopter. The former method of locomotion remains the most popular so far as the wilderness stretches of the Colorado River are concerned. On the weekend of October 6-7, an estimated 2000 persons will pile into 500 outboard-class boats (14 to 18-foot craft) and away they will chug—down 78 miles of the Colorado from Blythe to Martinez Lake.

This annual event—the Colorado River



For 2000 boaters: desert-river wilderness

Desert

MAGAZINE OF THE SOUTHWEST • 25TH YEAR

Volume 25

Number 10

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Photographer Chuck Abbott calls this picture, "Western Ranch," realizing, perhaps, that a more poetic title could add nothing to this striking scene. The photo, taken near Castleton, Utah, speaks for itself.

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Cruise—is sponsored by the Palo Verde Chamber of Commerce (Blythe). The outing has a reputation of being a family event, and the only danger connected with it is that participants often want to stay longer than the two-day limit!

The Colorado is usually low in early October, with the twisting channels laced with sand-bars and tricky bends through huge deltas dotted with wild geese and ducks. For this reason, most of the 500 skippers stay well behind the river pilots assigned to them. Overnight camp is made at Martinez, where the boats scatter to find a clean, sandy beach or a secluded river lagoon, of which there are hundreds. Full cruise particulars are available from the Palo Verde C of C, Blythe, Calif.



Floating marina on Lake Mead

Floating Marina. While on the subject of water, let us consider the small miracle that recently opened its doors to the public at (more properly, "on") Lake Mead. How do you build a three-acre marina at water's edge when the water recedes two-thirds of a mile during the year? The solution was relatively simple, according to the developers who built Lake Mead Marina on and

Continued on page 6



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EUGENE L. CONROTTO, *editor & publisher*

Address Correspondence To: Desert Magazine, Palm Desert, Calif. Phone: FI 6-8037

desert detours

by Oren Arnold

"Come ye yourselves apart into a desert place, and rest a while." Mark 6:31

October! The color month. The rejuvenation month. The blessed smile-and-get-outdoors month. October is April in reverse, thus is one of my favorite months (although I have 11 other favorites). It's a time for desert creatures, including man, to come out of estivation and get going again. So come onto the wild free desert now and *live!*

"October is wonderful," alleges old desert explorer Bob Neece, "because it's still too warm to begin worrying about winter, and still cool enough to stop worrying about summer."

A New York publisher recently issued my 27th book, *White Danger*, a novel of high adventure and fast action in the desert sunshine and the desert mountain snows, especially for teenagers. In it I also try to prove that a high school lad can triumph over troubles just as a grown man can. Best review to date comes from a boy in jail: "If I'd had this to read a month ago, I wouldn't be here."

"Inflation? It acts more like *outflation* to me," grouched Old Man Give-A-Damn Jones recently, on his cabin porch overlooking Superstition Mountain. "It develops most when money goes out." He has a point there!

I don't understand high finance, but I do thoroughly understand one attitude that my daughter shows. Reading Shakespeare or something last night, she said, "Moil and toil appeal to me more as words than as activities."

Out there on Beer Can Boulevard, leading to beautiful Scottsdale, Arizona, I found an old prospector trodding along behind a burro, exactly as in the posed photos. Couldn't resist that, so I stopped and—I hope—tactfully asked him how he made his living. "Posing for photos," said he.

Got one of these newfangled little motor scooter things



and rode it away up Back of Beyond. Bragged about it so much, my daughters and sons-in-law now want to borrow it. But sad experience, with other items, tells me I might never get it back. An ageing man is entitled to *some* selfishness, isn't he?

Cold weather does have some advantages over summer. For example, you can usually slow down to 70 on the desert highways without being crashed by some plunging tourist behind you.

Automobile improbabilities: a glove compartment containing a glove.

During the several days this year that I have sat here writing these monthly pages, I have had a radio on at my side. And while I've heard classical music, jazz, rock-and-roll, semi-classical, "pops" stuff, wailing nightclub abortions, down-on-the-farm tunes, sea chanteys, songs about cities, and "westerns" until they drain out of my ears, not once have I heard a *desert* song.

Are there any desert songs? Good tunes and words inspired by the matchless beauties of the desert? I mean, as distinguished from cowboy laments, Indian love calls and such. I honestly can't think of one. What reader will help here?

Your standing in your community, mister, is measured by what people say behind your back.

That irresistible Gloria Goodwin, wearing a neckline low enough to make a baby cry, saw me standing alone at the party on her desert lawn last night and, with my wife observing us from across the patio, swivel-hipped over to me and in sultry tones spoke to me. You wanta know, with my wife, what she said? All right, all right, I'll tell you; Gloria's gloriously low voice said, "Abnormally cool weather for October, isn't it, sir?"

Pardon me for bringing this up again and again, but the personal income of us Americans has a little more than tripled since 1939. Except one—Uncle Sam's. His has increased 23 times! Yet he's more broke than any of us.

For happy home living, hug whenever you have the urge to hit.

Seems that Ike and his most bosom pal were on the Palm Desert golf course. The pal stepped to the tee, took a mighty swing, and knocked out a hole in one. Ike glared, then himself stepped to the tee and said, "Okay, now I'll take my practice swing, then we'll start the game."

"Why don't you play golf with Sam any more," Mamie asked Ike one day.

Ike asked her, "Would you play with a heel who nudges the ball to a better lie when you aren't looking, and then reports the wrong score?"

"Certainly not," Mamie frowned.

"Well," said Ike, "neither will Sam."

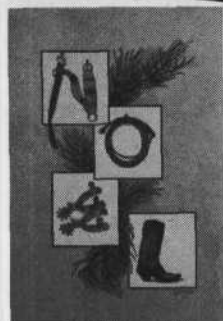
Played on a desert course with gravel fairways and sand greens, and came in two under bogey. Played on a swanky Country Club course with half a million dollars worth of grass and came in four over bogey. Which proves that whenever an old desert rat gets off his desert he should go fishing.

"Personally I don't think there'll be another war," Desert Steve Ragsdale told me recently. "But I'll rest a lot easier when Russia applies for space at the 1964 New York World's Fair."

Ed Kirkland from Red Mountain, Calif., sent me a photo of a big Mojave desert rock just like a dinosaur. But you can't trust Ed; his letter said he'd spent the day out there with Fred and Wilma Flintstone, who had this dino for their pet. Maybe he's right, though; I saw it later on TV.

Took my New English Bible out under a 1000-foot cliff and read two chapters, with only some birds and a lizard—and God—for company. But they were enough. When you get fed up with modern people, friends, go out alone on the desert and commune with those old ones, via The Book. It's the most rewarding habit you could ever form.

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202 Christmas Chores
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203 "Come yo--into a desert place--"
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Christmas and throughout the
Coming Year



204 Highballin' the Christmas Mail
Best Wishes at Christmas and
Happiness through all the Coming
Year



205 Thinkin' of you at Christmas
With Best Wishes for a Happy
Holiday Season



206 "Cowboy's Christmas Prayer"
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and May the Peace and Good Will
of Christmas always be with you



209 Surprise Package
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ate western verse



210 After the Storm
Merry Christmas and Best Wishes
for the New Year



**211 Christmas Greetings from Our
Outfit to Yours**
with Best Wishes for the Coming
Year



214 Home for Christmas
Happy Holidays and Best Wishes
for the Coming Year



217 Canvasbacks Coming In
Season's Greetings and Best
Wishes for all the Year



218 --from the two of us!
With Friendly Good Wishes for the
Coming New Year



220 Christmas Shoppin'
Merry Christmas and a Happy
New Year



221 --there were shepherds--
May the Peace and Joy of Christ-
mas abide with you through all
the Coming Year



222 Christmas Morning
Best Wishes at Christmas and
Happiness through all the Coming
Year



223 Christmas Night
Merry Christmas and Happy New
Year



224 Warmest Greetings
With Best Wishes for the Season
and a Happy New Year



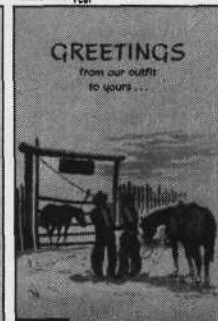
226 Prairie Post Office
Hoping you have a Happy Holiday
Season and a Prosperous New
Year



227 Candles of the Lord
May every happiness be yours at
Christmas and throughout the
Coming Year



228 Silent Night
May the Peace and Joy of Christ-
mas be with you through all the
Year



230 Greetings...
With Best Wishes for a Prosperous
New Year

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OLD FRIENDS. Those readers who peruse every line in DESERT will notice something different this month. The Compton Rock Shop ad at the left is "new copy"—replacing Compton's copy which ran without change in every issue from May, 1960, through September, 1962. In fact, Compton Rock Shop's ads have appeared in every DESERT issue since August, 1953. The popular gem-mineral store is the property of Mamie Iandiorio, who started her business in 1949. Mrs. Iandiorio is the only woman to serve as president of the National Gem and Mineral Suppliers Association—and she also is the World's Champion DESERT advertiser.

EXOTIC BIG GAME. The Nevada Fish and Game Commission has ordered its Big Game Division to develop a management plan for introduction of Barbary Sheep from North Africa into the Seven Troughs area in Pershing County. Importation of animals, which have been established successfully in the Cimmaron Canyon area in New Mexico, would be contingent upon approval of the Bureau of Land Management.

LANDMARK PROTECTION. Death Valley Monument, one of the few National Park System parcels where mining is permitted, is seeking permanent protection for several of its tourist attractions. Under existing laws, such areas are subject to mining entry. In the withdrawal proposal are Artist's Drive, Furnace Creek, Golden Canyon, Copper Canyon, Badwater, Mahogany Flats, and several other famed landmarks. In the meantime, word comes to us that the state is studying route sites for a proposed freeway from Panamint Springs to Towne Pass on Death Valley's west flank.

OCTOBER CALENDAR. In addition to the Oct. 6-7 Colorado River Cruise described on page 3, these Southwest events are scheduled for the month: **Oct. 6**—Fort Verde Day at Camp Verde, Ariz. **Oct. 12-14**—Pioneer Pass Golf Challenge; a zany cross country round on a "course" stretching from Yucca Valley to Big Bear, Calif. **Oct. 13-14**—Searles Lake Gem and Mineral Show, Trona, Calif. **Oct. 18-20**—Banning, Calif., Stage Coach Days. **Oct. 19-21**—Annual Helldorado, Tombstone, Ariz. **Oct. 20-21**—2nd Annual Sunshine Fly-In and Air Show at El Centro, Calif. **Oct. 25-26** (tentative)—National Championship Hydroplane Races, Lake Mead. **Oct. 31**—Nevada Day Celebration, Carson City. ///



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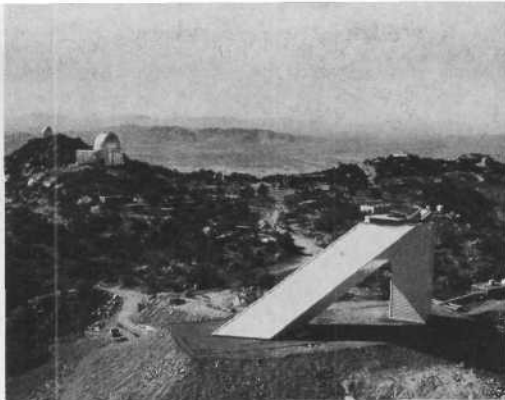
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By WELDON F. HEALD

QUIETLY, WITH little publicity, another fabulous project of the Space Age is being added to the Southwest. That is Kitt Peak National Observatory, the world's latest and most modern astronomical station. There Man hopes to probe the Universe further than ever before, and perhaps learn his eventual place in it.

Although still uncompleted, the observatory was recently opened to the public, and you can now drive there on a wide, all-paved highway. Already 1000 people a month are visiting this outpost of advanced science perched on a remote southern Arizona mountaintop. These people are gaining a new insight into the amazing cosmology of planets, sun, stars and nebulae.

Kitt Peak is a 6875-foot mountain, southwest of Tucson, situated in the vast desert realm of the Papago Indian Reservation. The Observatory site was chosen after an intensive three-year search, which extended from the East Coast to Hawaii and included 150 possible locations. Final decision was made in 1958, and the Papagos were persuaded to lease the necessary land atop their sacred mountain to "the men with the long eyes." Since then the tribe has given its enthusiastic cooperation. The installation is being built and directed by the Association of Universities for Research in Astronomy, usually known as AURA, under contract with the National Science Foundation. Its facilities will be available to qualified astronomers and astro-physicists of all nationalities.

The Observatory is 53 miles from Tucson and is reached via Arizona State 86 and a newly-completed 12-mile highway on the mountain. The road is high-gear throughout and sweeps up the north slopes of Kitt Peak with an even grade of about 315 feet to the mile. As you climb, the

views widen and spread over thousands of square miles of broad desert valleys and barren, tawny mountains to the distant blue horizon. The vegetation, too, changes from cactus, yucca and ocotillo to oaks, pinyons, and junipers.

The top is a busy place, as construction is still going on. The buildings are scattered over a broad ridge and consist of workshops, laboratories, instrument housings, dormitories, and attractive territorial-style residences for the permanent staff. Although the 36-inch and 84-inch stellar reflecting telescopes are not installed, conventional gleaming-white domes are there to accommodate them. But nothing like the Kitt Peak Solar Telescope has ever been seen before. In its streamlined, triangular simplicity, it stands 110 feet high and looks as if it might be a huge temple to the Sun built by men from Mars. Largest in the world, the telescope's focal length is 300 feet, and it produces a solar image 34 inches in diameter in an underground observing room.

From now on big things will be happening on Kitt Peak. Its place as one of the world's most important rocket-age scientific centers is assured. In addition to ground-based facilities, the Observatory hopes to launch a sizable reflecting telescope in space. Scientists are now working on a long-range project to place a 50-inch instrument in a 24-hour orbit more than 20,000 miles from the earth's surface. Through radio control astronomers will be able to use the orbiting telescope at all times regardless of weather conditions.

New, different and fascinating, Kitt Peak is a distinctive sightseeing target. Don't miss it. The mountain may be made as a comfortable half-day's round-trip drive from Tucson or as a short detour on a trip to Organ Pipe Cactus National Monument and Mexico's Puerto Penasco. ///

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A Long-Ago Murder at Piute Springs...

By JAMES M. HARRIGAN

FOR THE past five years, my partner, Joe Hess, and I have scoured the desert for those elusive shiny yellow particles commonly known as gold. Dry washing is a peculiar business. You have to go where it rains a lot, but hasn't for a long time. If the ground is damp, the gold has a tendency to stick to the dirt as it passes through the machine, and you finish your run without reward. When the ground is damp, Joe and I head for other parts.

This is the situation that had led us to Piute Springs—a remote outpost in California near where that state comes together with Nevada and Arizona. On that first trip we had found not gold, but a grave.

And now Joe and I were returning to the springs to lead some men from the San Bernardino County Museum to the grave.



The bashed-in skull (photo above) was face-down. At the grave (below) are, from left, author Harrigan; Ralph Cumming of the San Bernardino Archeological Society; Robert Anderson of the Museum Field Section; and Joseph Hess, Yucca, Arizona, prospector.



As we crossed the last ridge just before the road starts down the steep grade into Piute Valley, I saw a big black vulture plummet from a hundred-foot powerline tower and momentarily disappear behind the rim of canyon draining the valley. A prophetic flight!

Scanning the valley with my glasses, I could trace the powerline road as it diminishes over the horizon into Nevada. Eastward, I could make out Highway 95 near the state line. And still further west, the Newberry and Dead Mountains which cradle the Colorado River. On the far bank of the Colorado is the razed site of Fort Mohave—in the midst of a land that was home to the much feared and treacherous Mohave Indians.

In the summer of 1827, Jedediah Smith, on his second venture into California, was waylaid by the Mohaves somewhere along the river in this vicinity. Ten of the trappers with Smith were killed, and the leader and his remaining men hightailed it into the mountains. Somewhere in this country a long forgotten trail now dimmed to obscurity was created by the escaping members of the Smith party.

Easing our jeep down the steep grade, we set out across the valley, still following the powerline road. We turned off on the old Government Road and passed through the unoccupied Irwin Ranch. George Irwin had a successful turkey raising enterprise here some years ago, but illness forced him to move nearer to civilization.

The road gets progressively worse as it nears Piute Springs. The ruins of the strong redoubt built by the Army a century ago stand atop a gentle rise centered in the mouth of the canyon, and just inside the Irwin Ranch boundary line. We pulled up within a scant hundred yards of what is now commonly called "Fort Piute," and made our camp. Fifty yards down the canyon bed, a small creek gurgled over the rocks and into pools harboring small frogs. It was quite a surprise to find such an abundance of water in this place. A deep pool, a half-mile upstream, encouraged by a small dam that was built by a group of men from Needles, afforded an excellent swimming hole.

Fort Piute was established in the early 1860s. Its ruins are among the most interesting in the Southwest. When George Irwin took possession of his ranch, he found many interesting relics hereabouts—including an old camel saddle.

The redoubt was strategically situated. By peering through the gun ports, you have a commanding view of the Government Road as it twists and winds its way through heavy sand toward the Dead Mountains. Anyone traveling that road would have been spotted long before he arrived at Piute Springs.

North of the Fort, on a hill at the same level, is a flanking breastwork which provided the cross-fire cover that would have discouraged frontal attack. Behind the Fort is a deep ravine which gouges an erratic course down to the creekbed. On the far bank of that ravine are the remains of the stockade. A trail bordered by a partially-standing rock wall crosses the ravine, linking Fort with stockade.

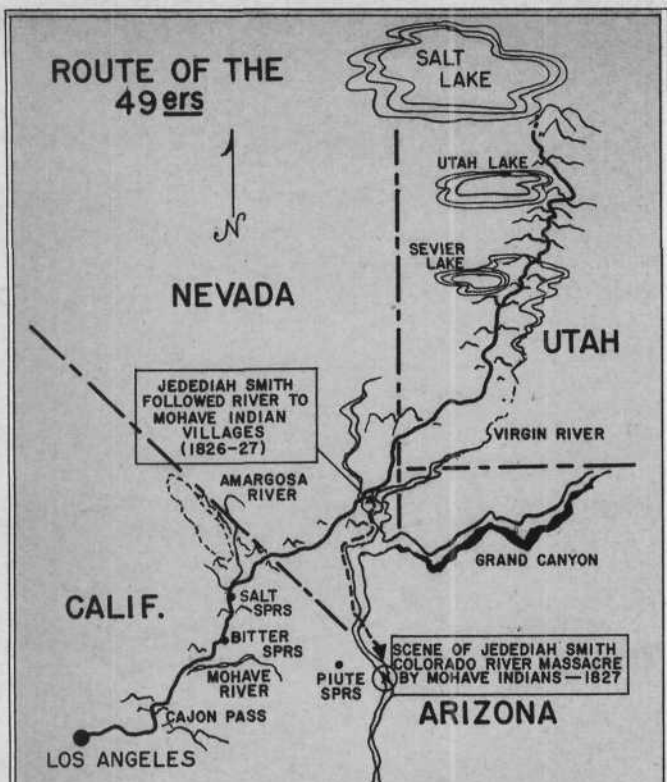
The sun sets early at Piute Springs, and the shadows from the mountains quickly deepen to black. As the frogs in the creek began their concert, Joe and I finished our supper and were soon in our beds.

Early next morning Ralph Cumming and Bob Anderson of the County Archeological Society arrived. The

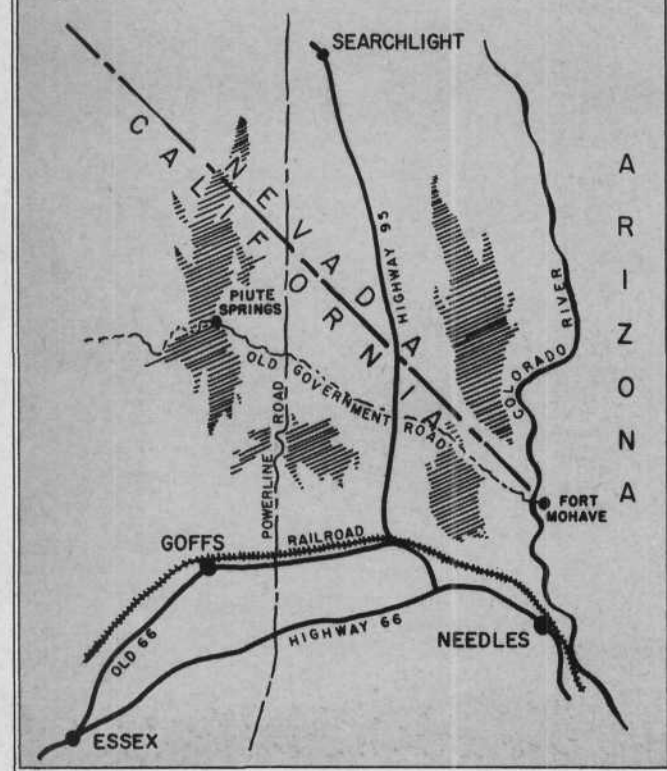


Ruins of the Army redoubt at Piute Springs. Below: A Jeep maneuvers a rugged section of the Old Government Road. Photos by A. P. Van Rossen.





"We traveled all night and part of the next morning arriving at a spring in the mountains where we camped a full day," wrote Jedediah Smith in his diary following the slaughter of 10 of his men on the Colorado River by Mohave Indians. The exact route the survivors followed is not known — but the possibility exists that they could have traveled the 45 miles to Piute Springs; the grave near the Springs discovered by the author and his companion might possibly hold one of the victims of that long-ago massacre. A beleaguered party carrying its wounded could not have traveled much farther.



four of us threw our gear over our backs and started down the trail to the grave.

It was a two-mile hike, beyond the stockade, up the rim trail which brought us to dizzy—and dangerous—heights above the canyon. Treacherous shale footing demanded caution. The trail dips back to low ground, enters the south fork canyon, and once again climbs a steep bank to a small flat mesa. A huge boulder, scarred with ancient petroglyphs, sits atop the mesa. These Indian writings seem considerably older than the others strewn along the trail.

Nearby is the mound of stones six feet long. At one end was the "headstone"—an elongated slab thrust into the ground at a vertical angle.

"This is it," announced Joe. Ralph Cumming stooped over and picked up an arrowhead chip, and less than six feet from the grave I also found an arrowpoint.

Carefully, the mound of stones was laid aside. We went down 14 inches and found a skull.

The skull lay at a very peculiar angle; nearly face-down. It was bashed-in. The victim had been cruelly murdered.

As we scooped away the dirt, it soon became apparent that we could not remove the skull because of its decomposed state. We removed as much dirt as possible—and then could go no farther without seriously damaging the skeleton. Reluctantly we sifted the dirt back upon the skull and replaced the rocks. Ralph and Bob were already making plans for a more thorough excavation of the grave at a later date. Perhaps the answer to the riddle lay deeper in the ground.

We agreed on one thing: the victim had probably met death at the hands of Indians. The fact that the grave had a "headstone" indicated burial had been made by whitemen who had either found or recovered the body from a possible Indian torture.

Jedediah Smith may have been the first American to pass through Piute Springs, following the Colorado River massacre. There is a remote chance that the skull we dug up belonged to one of his wounded who later died. Another group of trappers was likewise attacked by the Mohaves some weeks before the Smith tragedy. These men were from the Hudson Bay Company endeavoring to enter Alta California (then Mexican territory) to continue their search for beaver pelts.

James Ohio Pattie relates in his famous diary of fighting off these same Mohave Indians at a slightly later date. And George C. Yount also was attacked by these Indians.

One of the main roads of the pioneers passed north of the Piute Springs area, following William Wolfskill's route from Salt Lake to Los Angeles. Some travelers along this trail may have wandered into the Piute Springs area—and perhaps it was one of these men or women who fell victim to the Indians.

Then came soldiers establishing their "Government Road" to protect the Western migrant and to supply Fort Mohave. But soldiers who died at Fort Piute were buried at Fort Mohave or Camp Cady.

Chances are that all we will ever know for sure is that a century ago—or even earlier—a person was murdered in this desert, and thrown face-down in a crude grave.

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(Editor's Note: *DESERT* will carry results of the complete excavation soon as they are made known.)

A SILVER ANNIVERSARY



BONUS FEATURE

Reprinted from *Desert's*
issue for April, 1944.

JERRY LAUDERMILK

the desert is an indian drugstore

During the 1940s, Jerry Laudermilk's by-line appeared frequently in *DESERT*. Laudermilk was a naturalist who had the ability to "humanize, dramatize and make popular and understandable scientific aspects of the natural—and particularly the desert—world . . ." At the time of his death in 1956, he was a researcher at Pomona College.

HEAT OR NO HEAT, I was out for for a hike, on the trail of one of those "petrified" woodpecker's nests you sometimes find in dead Saguaros. I was taking a new route out of Wickenburg, Arizona, towards the Hassayampa river and the foothills on the opposite side. It was what I called a "glorious" day but the kind that made oldtimers sit in the shade and cuss the heat.

At one of those cool damp places along the river where the water comes close to the surface and little blue butterflies congregate, a picturesque old woman who appeared to be either a dark Mexican or an Indian was digging small attractive plants with white flowers. She was so absorbed in her work that I slipped away quietly without being noticed. But I was determined as soon as I reached town to find out her purpose with the flowers.

One of the few cool spots in Wicken-



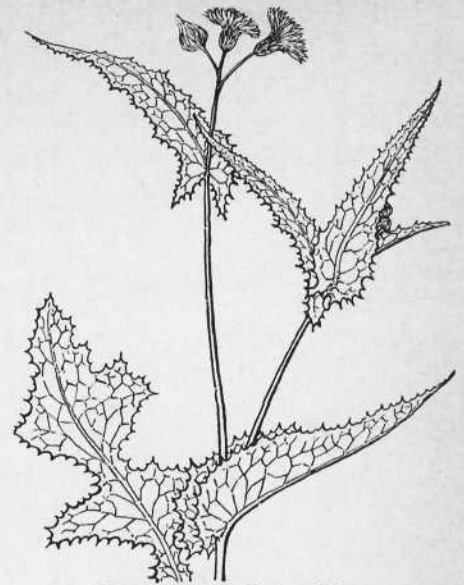
MORMON TEA: an efficient tonic containing the alkaloid pseudoephedrine.



YERBA MANSA: widely used as a blood purifier and all-around remedy.



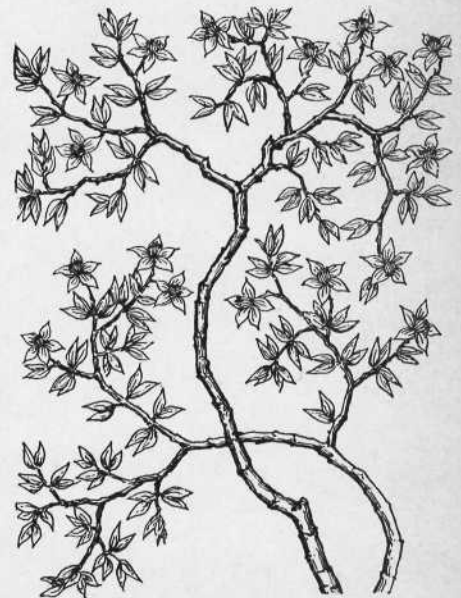
YERBA SANTA: prompt efficient remedy for coughs. It also masks bitter taste of quinine.



SOWTHISTLE: infusion of leaves causes a fever to "quietly depart."



SAN JUAN TREE: this Argentine immigrant containing considerable nicotine is used for headaches.



CREOSOTE BUSH: considered good for lung trouble, except asthma. Strong doses are emetic.

burg where I could loaf was Joe Aguilar's shoe shop. Here could be heard legends and strange tales of other and wickeder days when Wickenburg was tough. If anyone would know why an old woman dug white flowers on a hot morning it would be the white-moustached old shoemaker.

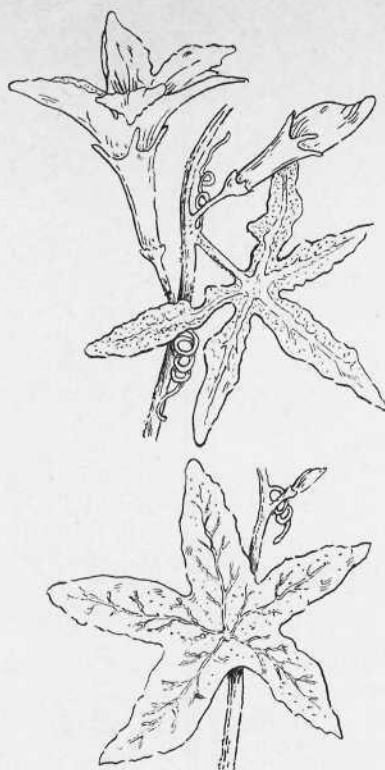
It was not only cool but also rather dark and smelly in Joe's place. The sour aroma of the tub where he soaked his leather combined with the smoke of Durham cigarettes in just the right proportions to make the place smell exactly the way it should—in Arizona. After the usual preliminaries about the weather and health, I gradually circled in on my subject. "Joe," I said, "this morning I saw an odd-looking old Indian woman digging plants down by the river—small plants about so high with white flowers and shiny green leaves. What do you suppose she wanted them for?"

Joe looked up, all interest. "Did she have a blue and white bandana 'round her head, folded neat?" I remembered that she had. "Well, that was my Aunt Rosa. I am a Mexican but Rosa has much Indian blood. She's old and knows much old stuff. That plant she gathered was Yerba mansa, a very good medicine plant, very strong when you dig it toward noon on a hot day."

He went on to tell me about his aunt, "a very smart woman." How she had been the local herb doctor to the Mexican population for years and knew the proper plants to use for nearly every ailment. There was some use for almost everything that grew. Many useful plants grew close by. Some were to be found nowhere except in remote canyons and there only in limited areas.

To be an herb doctor, you must know where to look for your herbs, the right season and the right time to gather. After your herbs were once gathered you were just ready to go to work. Plants had to be dried and stored in exactly the right way to keep their strength as long as possible. Some drugs like barks and roots kept well for years but others, especially dried flowers, grew weaker month by month. The packages of dried herbs people bought at the drugstore were a joke to Joe's Aunt Rosa. She "had no English" and liked to be by herself and think. It was just as well I had left her alone.

In nearly every Mexican community lives someone who is the accepted authority on plant medicine. The herb doctor usually is a woman who learned her art as a girl by practice with some old woman. They aim for results and make no effort to discover why their remedies work. The average herb doctor never has heard the words "alkaloid" or "glucoside" although many of their plants are rich in them. Nine



WILD GOURD: makes a good soap substitute — if you can stand the smell.

times out of ten they have no other pharmacopoeia than the herb lore stored in a good memory. They seldom have any secret cures but may have their favorite remedies, their old stand-bys.

Joe had lived with his aunt for many years and so had come to know a great deal of desert herb lore. When he learned that I was a pharmacist myself and had an interest in drugs, his little cobbling shop became a kind of unconventional school of herb-ology. He called the desert the "Indian drugstore" and as he said, "they knew how to use it."

A few days after the event of Joe's Aunt Rosa, I hiked out to my cousin's ranch. On the way back to town I collected a couple of specimens. One of these was Creosote bush. Of course I had noticed it before, there is so much of it. It is the most abundant shrub on the Arizona desert. According to Joe, this plant, which he called Gobernadora (the governor's wife) was a remedy for tuberculosis and some other pulmonary troubles—but not for asthma. He was emphatic on this point. You made a brew of the twigs and leaves and it had to be just the right strength or instead of staying down and curing your cough it would "turn around" and act as an emetic. Gobernadora was good for you inside and out. A strong wash, black like coffee made wounds heal very quickly. The gum that accumulated on the surface of the water when a large quantity of twigs and leaves was boiled made a good waterproof cement. This was a good plant and it was lucky that it grew so profusely.

According to Joe his Aunt Rosa sold lots of Gobernadora, which seemed odd to me. It grew wild right in town, so why should a person pay for something he could gather free. His answer was that it was too much "trouble" to collect and dry your own herb when for *dos reales* (two bits) you could get enough to last you a long time and already prepared by an expert.

"You must have hunted plants with strong smell," was Joe's remark when I handed him my second specimen. "This is Marruju, a good thing for homesick people to smell, it makes them feel all right again and they forget all about home." This remarkable plant was good for other things than dispelling "dark humors." The crushed stems made into a strong decoction became a powerful antiseptic. This probably is true, as the plant is rich in a peculiar essential oil. A drink prepared from Marruju was supposed to produce a condition like second sight but when I wanted to try its effect on myself Joe didn't know the dose. People had died from Marruju although it didn't rate as a poisonous plant. It is an interesting fact that this plant belongs to the same family as oranges and lemons. The fruit, which is no bigger than a pea, is bright yellowish-green and looks like a little orange.

My interest in the subject of medicinal desert plants had roused a similar concern on Joe's part. He hadn't thought much about them for several years and decided to see how much he had forgotten. We would take an afternoon off and search out some of the "good" plants in their natural surroundings.

Joe headed his two-man expedition in an approximately northeast direction. He said we would hike out only about three miles over the mesas, then circle back by way of the washes and the river. This way we would see them all since certain plants grew only in certain environments. You wouldn't, for example, expect to see dainty little Yerba mansa growing up on a mesa alongside Saguaros and Chollas.

On the low mesas and foothills along the Hassayampa there is a regular park which extends for miles and probably is one of the best displays of desert plants in Arizona. The commonest, of course, was Creosote bush—it was everywhere. Then there were the Saguaros—not medicine but food when the fruit ripened. The fantastic Jumping chollas grew so thickly in places that sometimes a wide detour was the only way to get ahead. Even this devilish cactus which carries meanness to the point of being ridiculous had its uses. According to Joe Americans sometimes made ornamental knick-knacks and walking sticks from the seasoned, openwork wood of the dead stems.

Then there were many plants of the

Ocotillo. A strong extract of the root could be used like a liniment for aches and pains or fatigue in general.

Another plant that grew abundantly in thickets when it did occur—you might hunt for weeks without seeing a specimen—was the Jojoba bean. Joe's manner when he found some old plant acquaintance of famous reputation was always a study in expansive pride, even gusto, as if he were introducing one of his family. "Now this one, my friend, is very, very good. She is called Jojoba (hohóva). She is not a medicine but better than chocolate or coffee and very rich." Mexicans sometimes roast the beans which ripen in winter, grind them to a fine meal and boil. This makes a good coffee substitute but has a peculiar flavor.

Another vegetable friend was also the source of a beverage as well as a potent drug. This was Canutillo or Mormon tea. The plant looks like a small shrub made of green switches. On close examination tiny leaves like scales can be seen on the new branches. The twigs and small branches dried and infused in water make a beverage which tastes much like tea. Strong infusions are said to be potent as a blood remedy. The plant contains the alkaloid pseudoephedrine, cousin to the alkaloid ephedrine, a powerful drug.

While we rambled through this natural botanical garden, Joe told me some curious things about the old-time Indian doctors. He had lived among some of the Colorado river tribes around Yuma in his younger days and had a good memory. Some of the Indian remedies were strong drugs, others "by golly, took a lot of prayers to make them take hold." It was a question with Joe whether imagination and large quantities of hot water didn't have a lot to do with it in some cases, for some of their brews were no more powerful than teas made from corn-shucks.

Most of the herbs his aunt used did their work without any help from psychology. Of course she might toss in a prayer or two if her customer was inclined that way but a good drug produced results even if you took it by accident or if someone put it in your food without your knowing it. He knew of an herb that sometimes was used in this way by "bad" people.

On our way back we found the plant growing on lower ground. It had big velvety leaves, purplish stem and a peculiar narcotic smell. The flowers were closed at this time of day but I could see that they would be large white trumpets when they opened. Here was a plant that was both good and bad. This was the magical herb Toloache (I-bow-my-head-in-reverence) used by the Indians in religious ceremonies

and for the treatment of several ills. In olden times the Indians used to make a perilous drink by pounding the whole plant and steeping the bruised stems, leaves and flowers in water. This drink gave one the power of foretelling the future. It also produced visions of the other world. But its use was exceedingly dangerous, liable to cause blindness and insanity. Aunt Rosa used only the fresh leaves which were applied as a poultice for relief of pain. It was very effective. Sometimes the dried leaves were smoked for the relief of asthma but this also was risky since the plant contains large amounts of some very powerful alkaloids including atropine and daturine. Joe wouldn't tell me about Toloache's bad uses as he said the fewer people who knew such things the better.

Then he showed me Yerba mora or death-plant. This is a species of belladonna or nightshade. His aunt powdered the dry leaves and made them into a plaster with olive oil. This, like the old-fashioned belladonna plaster, was used for the relief of any kind of muscular ache or pain. The nextdoor neighbor of questionable Toloache and Yerba mora was benevolence in vegetable form.

Here were some dark green, woody shrubs with shiny leaves. In fact, the upper surfaces of the leaves, their "faces" as Joe called them, looked as if they had been varnished. The backs were grey and furry. The clusters of dainty, pale lilac-colored flowers looked out of place on such coarse stems. Later, I found that this plant belonged to the same family as "baby blue-eyes" and so came by its flowers honestly. Joe called it Yerba santa, or holy herb. This was the trusted panacea for tuberculosis or any kind of cough. You made a tea of the dried leaves. It couldn't hurt you and was practically certain to do you good. Oldtimers sometimes used Yerba santa as a beverage. When lemon juice is added to the clear yellow infusion it produces a remarkable result. The brew instantly becomes white and opaque as if cream had been added.

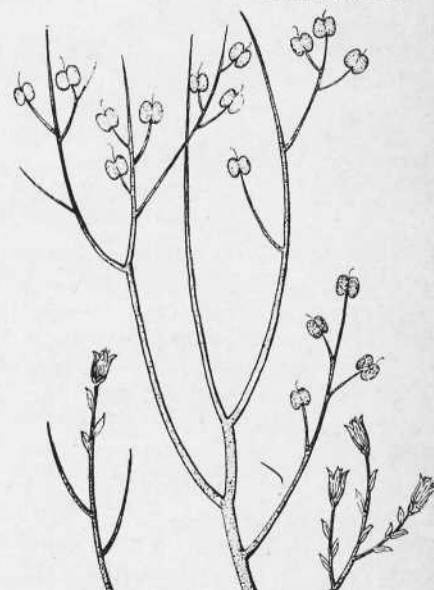
We encountered many interesting plants along the wash. One of these was a coarse weed and a natural soap substitute. "There's Cabazillo," Joe said, pointing out a plant I always had called "mock-orange." It is not confined to the desert but grows along the roads in sandy places. Nearly everyone has seen these spreading, squash-like vines with their coarse leaves and stems. Sometimes the ground is covered with the yellow gourds which give it its mock-orange name, "mock" because of its

continued on page 28

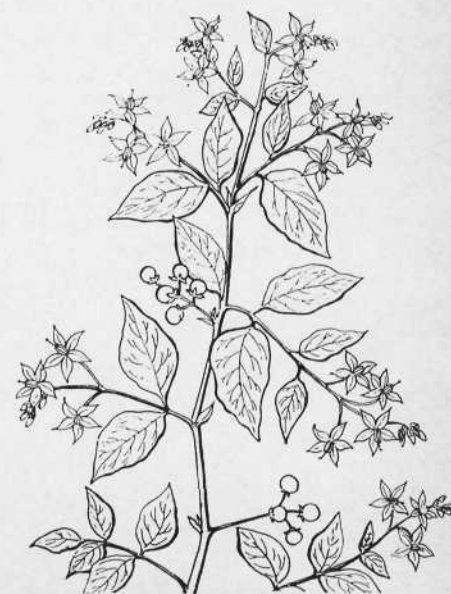
NIGHTSHADE: in poultice form relieves neuralgic pain. This plant has a high percentage of atropine and hyoscyamine alkaloids.



TOLOACHE: this datura banishes pain, produces strange visions; can be a deadly narcotic.



TURPENTINE BROOM: used by Indians to produce visions, cure stomach ache.



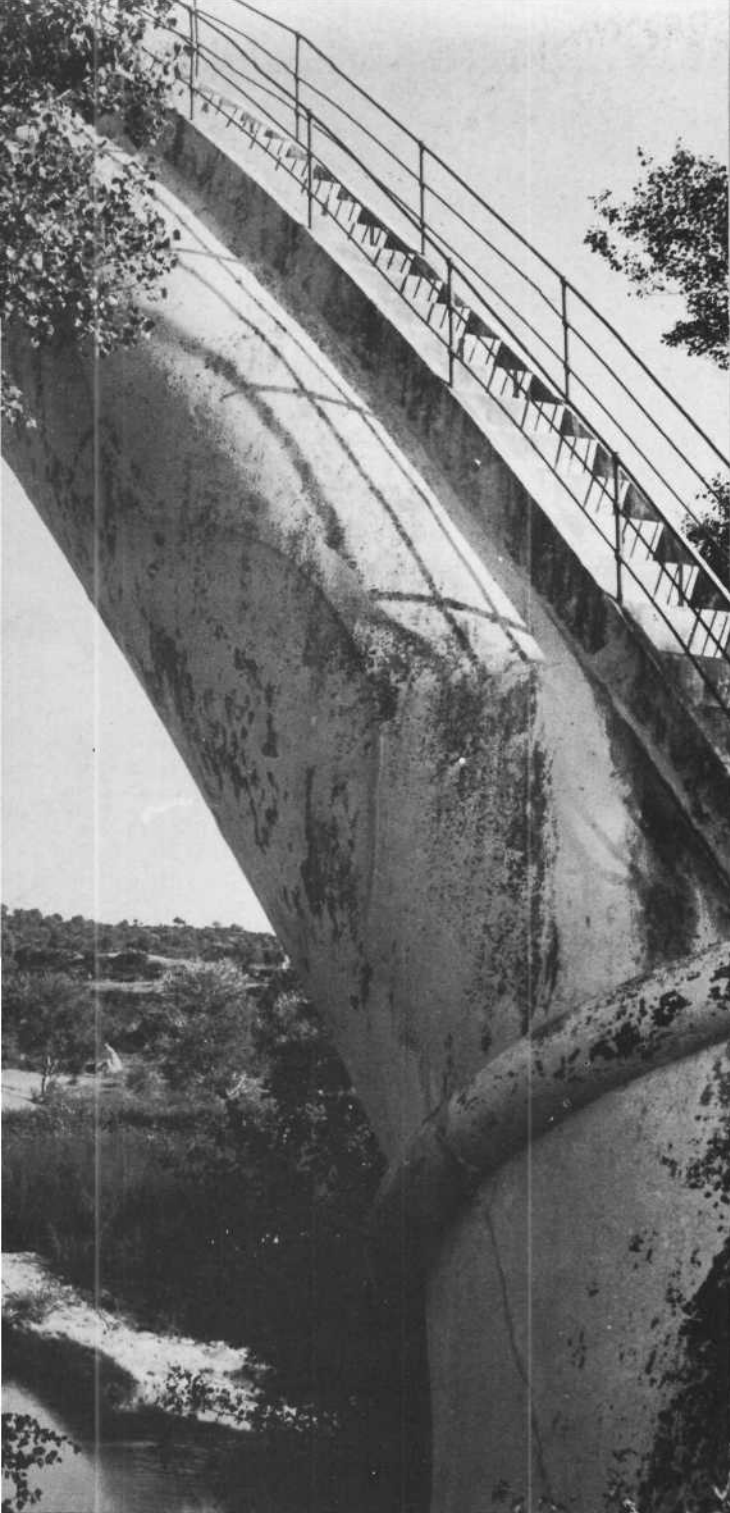


Stretching the RAIN in SPAIN

SPAIN HAS GIVEN the American Southwest a colorful and romantic heritage, as attested by the architecture and customs that endure here to this day.

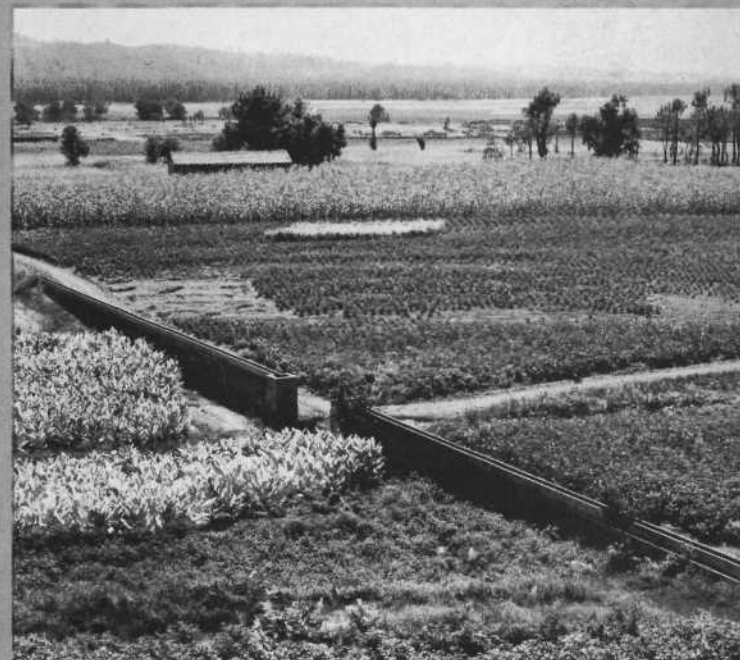
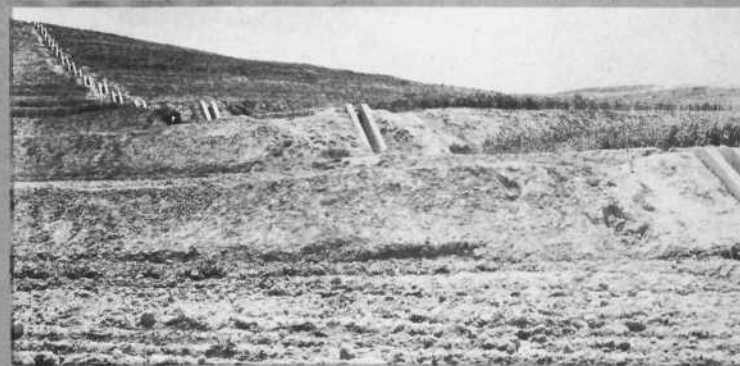
AND WHILE it may be a little-known feat—viewed in the context of the exploits of the Conquistadores—Spaniards also made their imprint on American irrigation farming. In 1598 the Spaniards constructed an irrigation ditch on the bank of the Rio Grande near San Juan, Texas—the first irrigation by Europeans in what is now the United States.

THE SPANISH pioneers learned the technique of irrigation from the Moors who invaded Spain in the 8th Century. But, even before the Moors,



PHOTOS: Far left: Canal runs through country similar to American West. Center: Siphons built in 1921 carry irrigation water across arroyos. Right, top: A Roman-type aqueduct spans a ravine. Right, center: Canal with many drop structures serves irrigated lands on a steep hillside. Right, bottom: Farm laterals are above ground and watertight.

PHOTOS COURTESY "THE RECLAMATION ERA", OFFICIAL PUBLICATION OF THE BUREAU OF RECLAMATION



Spain was the scene of great water-transportation achievements—when the Romans developed aqueducts to bring water to their Iberian cities. But, despite this long history of water development, only one-fourth of Spain's irrigable lands have been developed.

THE PHOTOS on these pages point-up some of the differences between Spanish and American irrigation. In Spain greater emphasis is placed on saving water; hence, a greater concentration on lining canals and laterals to make them as watertight as possible. The Spanish prefer above-ground construction, which allows leaks to be repaired without delay. Farmers irrigate sparingly and accept lower crop yields than their American counterparts could afford.

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To the question asked in our January issue: An answer...and a rare photo

The Southwest history book was revised in January of this year when *DESERT* published P. T. Reilly's story of a hitherto unknown traverse of Marble and Grand canyons by a riverrunner, Elias B. Woolley, whose name appears nowhere in the many volumes dedicated to the Colorado River. But, aside from the

IT WOULD be nice to report that a Woolley grandson read the story in *DESERT* and immediately came forth with the journal and a picture of Elias; but such was not the case.

The first clue came from Rhama Cabbage of Palm Desert. A friend of hers claimed to have been contacted by Woolley for information on the river prior to the 1903 trip. The informant is known to have spent time in the area between Moapa and Quartzsite. Beyond a few cryptic statements, this man has not chosen to reveal what he knows, but there is still hope that he will come through.

fact that the trip was made, and a record of the journey kept by one of the two men who accompanied him on the 1903 trip: Woolley himself remained an enigma. In order to help complete the record, *DESERT*'s readers were asked to contribute whatever information on Woolley they might have. Here are the results of Reilly's search:

Other direct results from the publishing of the story in *DESERT* were not long in making their appearance.

Early in January I hit pay-dirt in a letter from Arthur L. Chaffin, who first came to the Colorado River in 1894 and had lived at various places in Glen Canyon for most of his life. He established a ranch at Hite in 1932 and later built and operated a ferry.

Chaffin stated that in 1903 he was taking care of the Hoskaninni Dredge and running a trading post at Camp Stone. Late in September of that year, Lon Turner, an old mining friend, came down from the Henry Mountains to pick up a gasoline en-

gine. The two friends spent the night together visiting, and Turner mentioned that there was a party at Lee's Ferry preparing to run through Grand Canyon. Jack Sumner, who had been a member of the 1869 Powell group, had bet Lon "a quart of Hanier" that this party would not make it through. (Sumner was also mining in the Henrys at this time.) Arthur Chaffin never learned whether the bet was paid, but his story gave me added confirmation of Woolley's trip.

Later in January, Ellis W. Foote contacted me as a result of the *DESERT* story. He stated that when he was a young man he ran a powerscaw from Parker, Arizona, to a mine on the California side several miles above the mouth of the Bill Williams River. Foote stated that the most difficult part of the up-trip was a narrow place where the river made a couple of sharp bends. Here were three large whirlpools. Their location was about an hour's run above the mouth of the Bill Williams River, and Foote remembers his scow making about five miles per hour here. This places the location under the waters of Lake Havasu. Ellis Foote's statement makes my location of Woolley's mileage for October 7, 1903, appear rather accurate.

A very interesting letter was received from R. J. O'Neal of Alexandria, Louisiana. O'Neal wrote that his friend and neighbor, Henry Franklin, knew Woolley in Lamar, Colorado, before the trip was made. Franklin said Woolley called himself a Tarheel from North Carolina.

Henry Franklin was born June 10, 1851, and is thus approaching 111 years. He is in good health, has a keen memory and is considered to be the oldest living person in that part of the nation. He remembered the R. B. Stanton river trip made in 1890. However, the leads provided by Franklin did not reveal additional information from either Colorado or North Carolina.

Laura and John Riffey (he is Custodian of Grand Canyon National Park) wrote me regarding a Woolley who lived in Arizona's Strip, but this man turned out to be from a Utah branch of another family by that name.

Another *DESERT* subscriber suggested that the town of Sedro-Woolley, Washington, might have been the home of the sought-for Woolley. An inquiry to the Chamber of Commerce resulted in a negative reply.

Several other leads or suggestions arrived from throughout the nation, and as far away as the Philippines

(where one reader told of his step-grandfather's being forced to climb to the rim after capsizing during an attempted traverse of Grand Canyon). But, my objective was still beyond my reach.

The perseverance of my wife, Susie, combined with a copy of the January *DESERT*, finally turned the trick.

Working with old city directories in the library and hunting through the vital statistics in the Department of Health, we had long known that Elias had fathered a son, Bert Houston. Susie also found that Bert had married Althea Helen Norcross. From this union was born Edwin Benjamin Woolley. We had traced this grandson to an address in San Gabriel as late as 1958. However, he had moved, left no forwarding address, and none of the neighbors knew where he now lived. He was not listed in any phone book in Southern California. I had written him a letter in 1961. It was not returned, but I had received no answer.

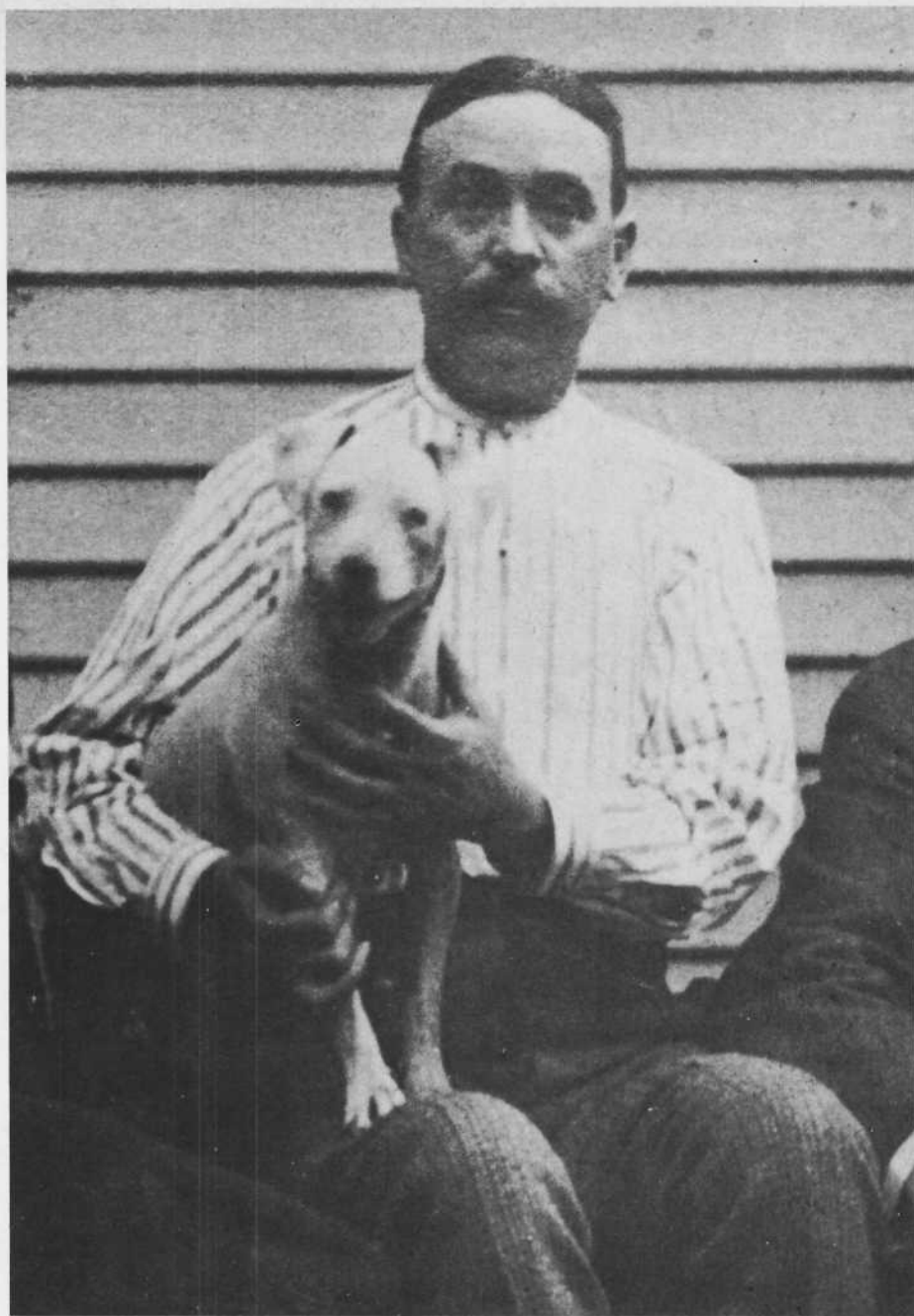
In April our efforts were rewarded. Susie contacted the Registrar of Voters. In five minutes she had the new address of Edwin Benjamin Woolley.

She then returned to the Department of Health for another look at the death records. During previous visits, the various clerks had not allowed her to handle the indexes, but had read them off to her. This time a very nice clerk allowed Susie the opportunity to go behind the counter and do her own looking. In the 1914 index she came to an entry for Elisa Bay Woolley. Deducing that the records had been transcribed and had picked up an error of transposition, she obtained the volume indicated, and was soon looking at the death certificate of Elisa Benjamin Woolley. Even Woolley's final document obscured his identity by recording him *Elisa* instead of *Elias*.

The certificate listed Woolley's birthdate as May 28, 1843, and he died January 27, 1914. This meant that he had passed his 60th year when he took a boat from Lee's Ferry to below Yuma!

That evening I wrote Woolley's grandson another letter and clipped it to a copy of the Woolley story in *DESERT*. Having received no answer by Saturday, we drove to the grandson's address in El Monte.

Edwin Woolley was at work when we arrived, but his daughter, Dale, ushered us into the house and handed us the reply to my letter which had not yet been mailed. Dale then called her grandmother, Helen Boggs,



ELIAS B. WOOLLEY

who had married Bert, the youngest son of Elias.

Mrs. Boggs filled in many gaps, but not the important ones. She knew of no family photos of Elias nor what had happened to his effects at his death. Elias had five children who were now deceased, and none of the grandchildren had ever seen their grandfather.

We were referred to Mrs. George Palmer, daughter of Will Woolley, who was the second son of Elias. Mrs. Palmer generously contributed what information she had and provided the only known picture of Elias for copying. This was a family group of seven people.

Copies of the group photo were shown to Arthur Sanger and Bill Keiser, the only living people known to have seen Elias. Both men picked him out of the group without being prompted, and the identification phase was now closed.

It appears that we will never know whether Elias B. Woolley wrote a journal of his river trip. Apparently also destined to remain unanswered is the question of where Woolley learned the technique of running rapids. ///

By P. T. REILLY

PALMS

By DESMOND MUIRHEAD

ABOUT THE AUTHOR—

Desmond Muirhead, Phoenix resident, is a landscape architect and city planner. Some of his better-known landscape and site-planning projects include Jasper Park Lodge in the Canadian Rockies, the aluminum town of Kitmat, B. C., Henry Kaiser's Hawaii Kai in the Hawaiian Islands, and Del Webb's Sun City in Arizona. Muirhead is author of the Dale Stuart King book, "Palms" (available by mail from Desert Magazine Bookstore for \$1.95 (papercover) or \$3.20 (cloth) plus 15¢ for postage-handling, 4% Calif. sales tax.)

OF ALL the great trees that can be grown in the warmer climates, there is none to rival the palm. Wherever you see them, they completely dominate the landscape. Especially is this true in the Southwestern desert regions of Arizona and California.

There are some 4000 palm species in the world; most of them are native to the tropics and subtropics. A few are found in Australia and Africa, but most are from Asia and the warmer regions of America. Two species, the date palm and coconut, were—and still are—cornerstones of many civilizations. The date, the Tree of Life of the Bible, still helps feed millions of people in Arabia and India and other parts of Asia and Africa. The tall graceful coconut provides man with food, drink, clothing and building materials (how many plants can do that?); unfortunately, this wonderful tree is not hardy in Arizona and California.

Of the many types of palms which can be grown in the Southwest, most of the landscape effects can be obtained by various arrangements of the following fourteen types. There are two main groups, those with feather-like foliage with a central mid-rib, like the date palm, and those with fan-like foliage like the California fan palm.

1. California Fan Palm. *Washingtonia filifera*.

This is the characteristic street tree of Phoenix, and to a lesser extent to Palm



Springs, although it is found throughout the desert regions. It is the only palm native to Arizona and California where it

grows in a few canyons and draws where its roots can get water.

This magnificent tree will reach 100 feet under optimum conditions, but is more often 30 to 60 feet when mature. As a young tree it will grow up to two feet a year, but later this will be reduced to less than a foot. The trunk is up to four feet thick and wrinkled both horizontally and vertically. The tree is good for at least 100 years.

Hardy enough to be grown in Globe, Las Vegas, and Nogales, it will withstand temperatures down to 10 degrees F. in the desert, enjoying a rich, deep soil with ample water. Manure and other organic matter is always appreciated. After planting, the leaves should be tied up vertically as with all palms to protect the growing point from the hot summer sun.

The California Fan Palm, known as the Filifera in the trade, can be used as a street tree, as a tree to line driveways, to edge properties in rows, or as a specimen. It even makes good groups. It can also be grown planted upright in open groups with Mexican Fan Palms and Canary Island Dates.

The California Fan Palm does have a disease which attacks it in late summer—a fungus, *Penicillium vermoeseni*. The symptoms are blanching and eventual death of the leaves. Although only a handful of trees are attacked annually, three out of four trees can be cured by application of Bordeaux mixture poured into the crown.

The California Fan Palm is easily propagated by seed sown in the spring.



2. Mexican Fan Palm. *Washingtonia robusta*.

This native of the Mexican desert is a tall palm up to 150 feet high with a slender trunk not usually more than a foot in diameter and considerably less than this in old trees. It is almost impossible to over water this tree if the drainage is good and if the soil is supplied with ample quantities of rotted manure. Under such conditions it will grow four to six feet a year.

The head is very graceful on the best forms, and the Mexican Fan Palm can be organized into groups if the arranger has sufficient flair. It also makes excellent clumps, lines and avenues.

Rather less hardy than the California Fan Palm, the Robusta will take desert temperatures down to about 15 degrees F. It seems to thrive on dry air and hot summers, since it does particularly well in Palm Springs, and is the characteristic tree of the Palm Springs area.

The Robusta is the best-selling palm in the desert regions where large trees can be moved into people's gardens for \$10 to \$20 per foot of trunk, but small trees cost only a few dollars and rapidly increase the

value of your home. Every tract house should grow at least a dozen Robusta palms!



3. Canary Island Date. *Phoenix canariensis*.

This is one of the most widely grown palms in California and Arizona. It is a marvelous tree with a huge head of lustrous dark green foliage up to 15 feet in length, and a massive trunk reaching 40 to 60 feet eventually but growing slowly to about 20 feet in 25 years.

In the same hardiness range as the Washingtonias, this palm will endure desert temperatures down to about 12 degrees F. Although it will grow in practically any soil, neglected specimens are unrecognizable when compared with specimens growing in good soil with plenty of water.

The fruits of the Canary Island Dates are orange and children eat them, but anyway they present a terrific sight against the dark green foliage. The trees are uncommonly free from insects and disease.

Old leaves have to be pruned from time to time and should be cut hard back to the trunk for the familiar diamond trim, otherwise little maintenance is necessary.

The Canary Island Date can be used like the ordinary date in groups, lines avenues, or as single specimens. In California this magnificent plant has been planted in rows down the streets of whole subdivisions, an idea which could be taken up in Arizona with considerable benefits to the landscape.

4. Date Palm.

This fine palm has been increasingly used over the last few years for landscape work in the desert as the old groves break up. However, since it is easily grown from offsets which may be severed with a large chisel from the parent tree, it is ideal for home gardens.

Home dates have the advantage that only the best varieties need be planted. In commerce the Deglet Noor is used almost exclusively and although it is a good date it is fibrous and lacks the flavor of Medjool, Kadrawi or Halawi. It also ripens early and is often affected by the humid weather which we get in August.

Medjool is a magnificent date which melts in your mouth. It is twice as large

Continued on page 29

THE VIEW FROM
THE WILLIS
PALMS OASIS
NEAR THE COM-
MUNITY OF
THOUSAND
PALMS IN CALI-
FORNIA'S
COACHELLA
VALLEY. THERE
ARE SEVERAL
WASHINGTONIA
FILIFERA PALM
GROUPS IN THIS
AREA. IN THE
DISTANCE IS MT.
SAN JACINTO.
PHOTO BY
WILLIAM APLIN.

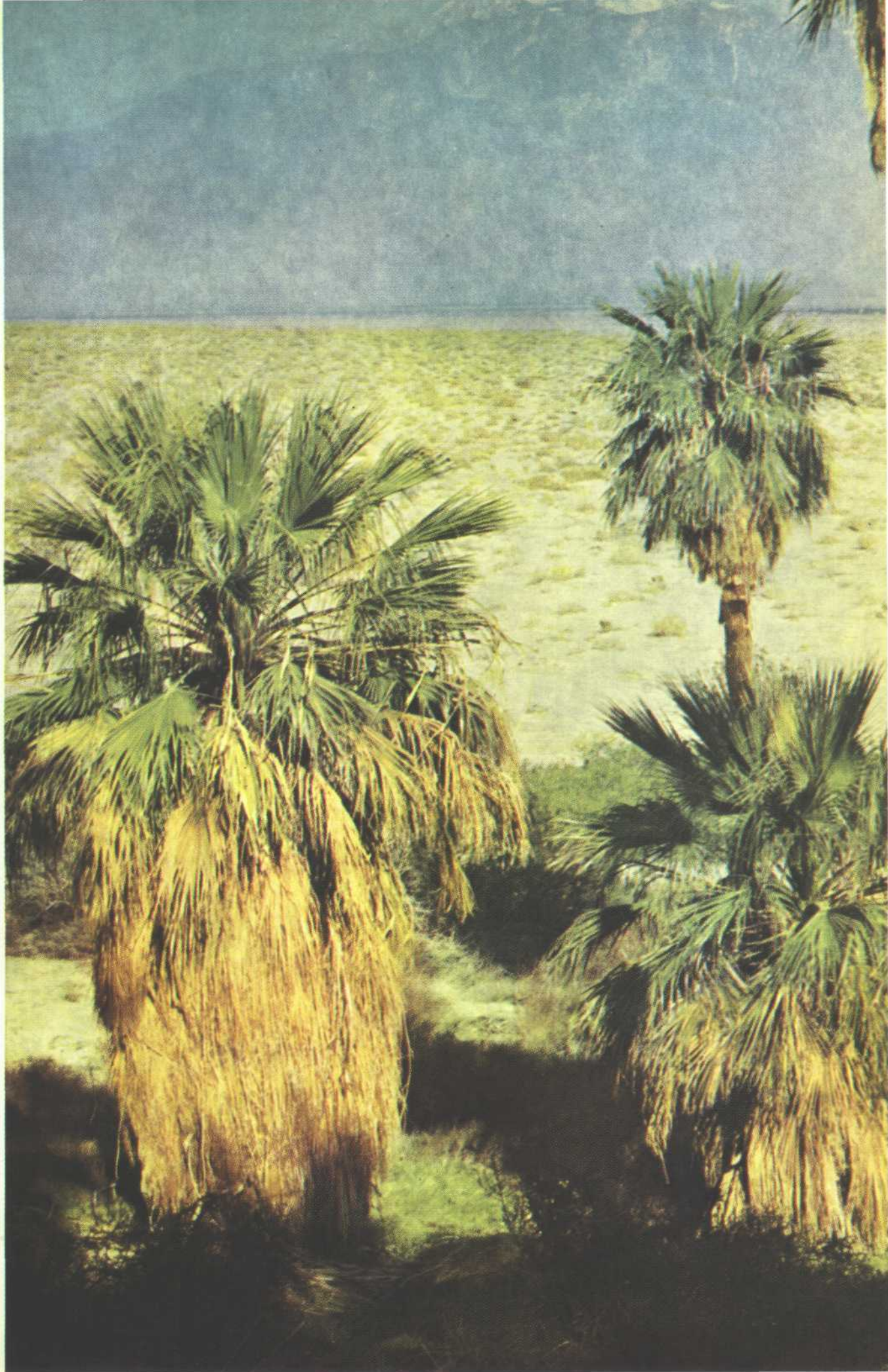
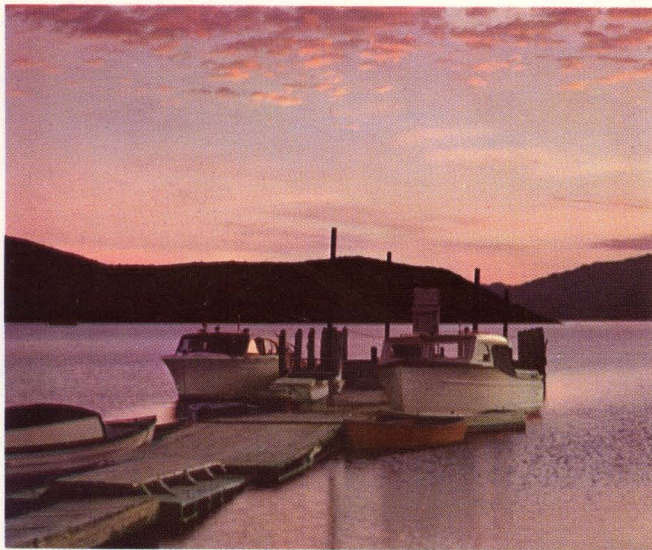




Photo of one Golden Horseshoe Rancho site. Residential roads are curved to give you secluded views of Joshua trees, the gentle hills and in the distance, range-upon-range of mountains. Water is available for your rancho.



Temple Bar Marina, Lake Mead, no more than twenty minutes from Golden Horseshoe Ranchos. Magnificent Mead: 120 miles long with gorgeous coves bearing such improbable names as Monkey Cove, Napoleon's Tomb, the Haystacks. Over 4 million yearly visitors to Mead Recreation Area. Temple Bar Airfield, for private planes, is only one mile from the Marina.

You can quickly discover why fishing authorities call Lake Mead the bass paradise of North America. Lake Mead also teems with large crappie, bluegill, and even deep-sounding Rainbows. Nearby Colorado River is noted for its trout.

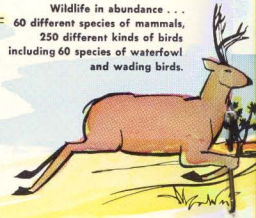


SEE ONE OF THE TRU



Boating all year long on Lake Mead and Lake Mohave. Public launching ramps, rental boats and motors. Private mooring available. Fast, safe water skiing. Skin diving too!

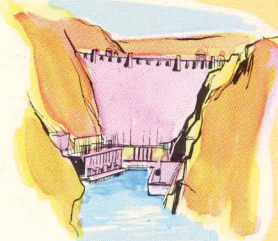
Wildlife in abundance... 60 different species of mammals, 250 different kinds of birds including 60 species of waterfowl and wading birds.



Las Vegas' entertainment and excitement are only 50 miles away via U. S. 93. Hoover Dam is on the same route.



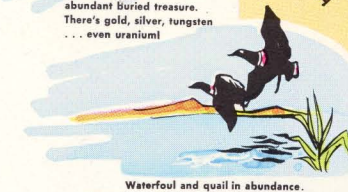
More than 275 miles of Colorado River backed up behind 3 dams, transforms vast stretches of desert wilderness into a wonderful lake-recreation area with every modern facility.



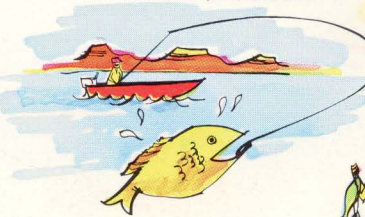
Hoover Dam forms Lake Mead, the world's largest man-made reservoir by volume, which is nationally famous for abundant trout, bass, and crappie; for boating and water sports.



Treasure hunting — whether you're a "rock hound" or a gold miner. You'll find abundant buried treasure. There's gold, silver, tungsten... even uranium!



Waterfowl and quail in abundance.

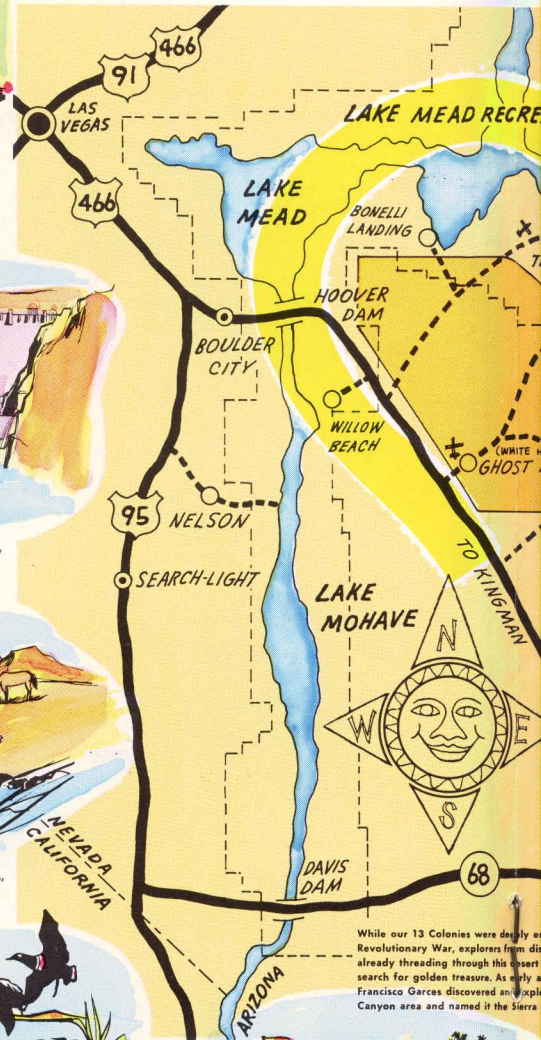


Fishing is the greatest — and there's no closed season... large-mouth black bass, rainbow trout, catfish, black crappie, bluegill, green sunfish, carp, threadfish, shad and mosquito fish.



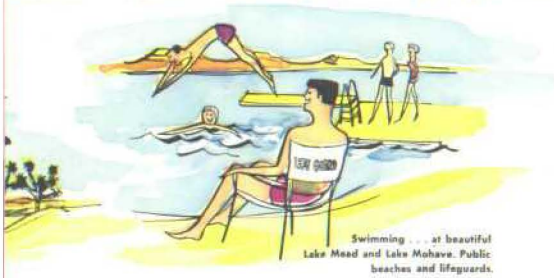
Enjoy the old west... ghost towns, historically rich mining camps... vast working ranches, colorful Indian reservations. Cowboys ride the ranges, stage rodeos and round-ups.

Golden Horseshoe

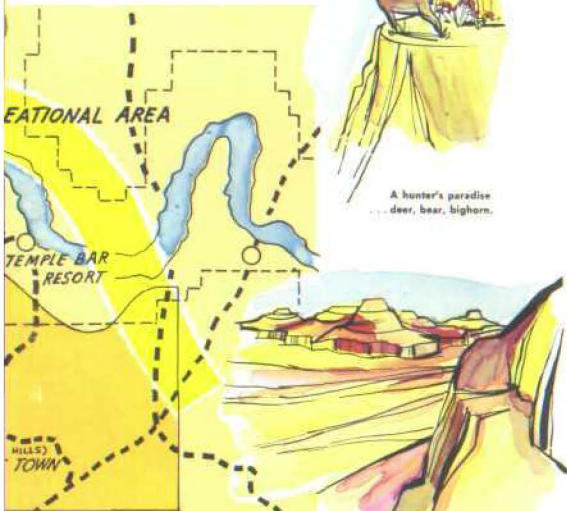


While our 13 Colonies were dealing with the Revolutionary War, explorers from the west were already threading through this desert search for golden treasure. As early as 1822, Francisco Garcés discovered an explorers' Canyon area and named it the Sierra

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Golden Horseshoe Ranchos



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Camera bug? Abandoned gold mines, ghost towns, Joshua forest, Grand Canyon, desert flowers, and picturesque mountains offer a wealth of opportunities.

entrained in the distant Spain were not wilderness in 1775. Father explored the Black a de Santiago.

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Desert Magazine readers



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One acre ranchos as low as \$695 . . . with low down and low monthly payments. (Ask about our No Interest Plan.)

Here is our guarantee to you —

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- ★ **FOR RETIREMENT:** Healthful climate, 3,300-3,600 feet elevation sunshine 365 days of the year, clean pure air. Average winter temperature 53 degrees, average summer temperature 82 degrees.
- ★ **FOR RECREATION:** See map at left for all the fun.

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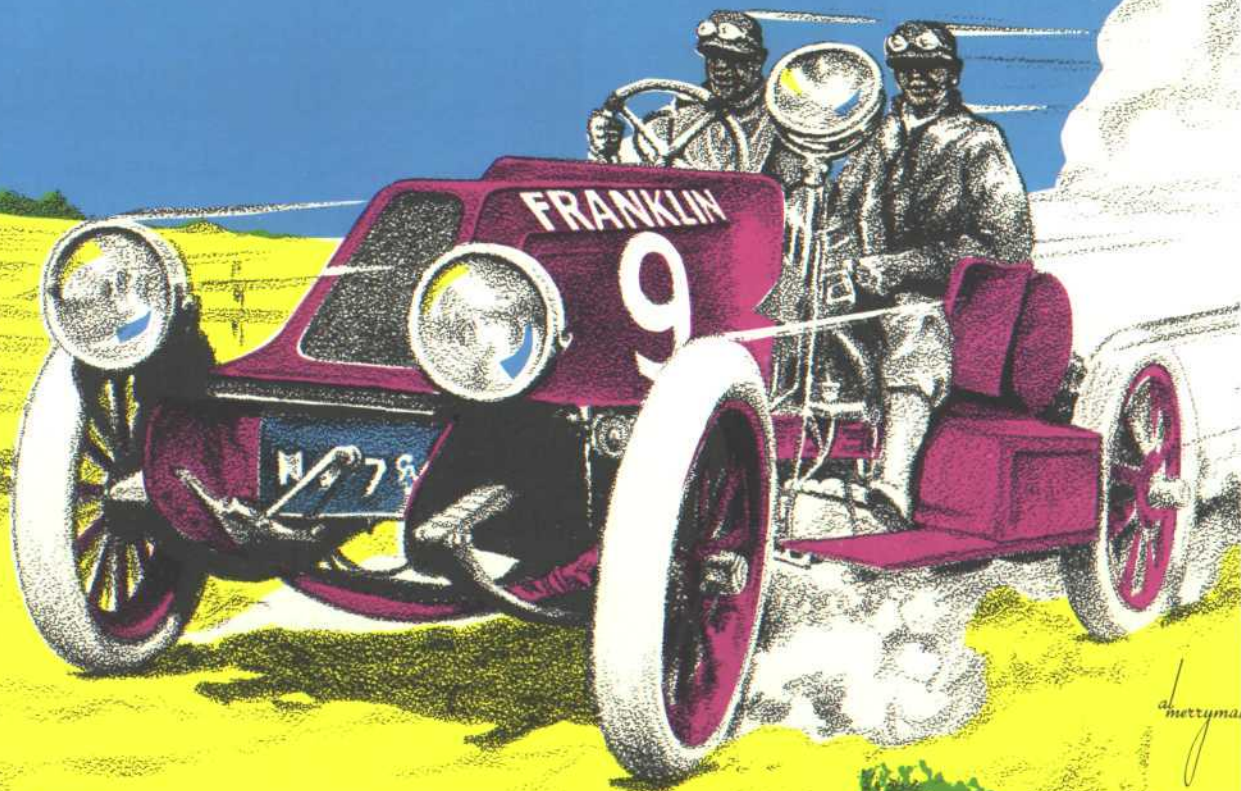
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THE GREAT DESERT RACE



1912: HAMLIN'S FRANKLIN IS THE FIRST CAR OUT OF YUMA ON THE SECOND LAP OF THE LONG GRIND TO PHOENIX

BY RALPH HAMLIN WINNER

ALL MY early - day racing — bicycle, motorcycle, speed boat, and automobile — was strictly as an amateur. I enjoyed the thrill of winning, but the most important of all was the publicity gained for the merchandise I was engaged in selling. In those days a win was a great boost for sales, and as I was the Southern California distributor for the Franklin air-cooled car from 1905 until the manufacturers went bankrupt in the Great Depression, I was interested in seeing that the Franklin was a winner. It was not easy to sell air-cooled cars. My competitors, all of whom sold water-cooled vehicles, would tell my prospects that if air-cooling was so good, the rest of the cars would be using it.

I entered any event that came along, and when the Los Angeles to Phoenix Desert Race was born I saw it as a chance to put the Franklin and air-cooled motors on top — provided I could win.

In 1908, John Purdy Bullard, attorney general of the Territory of Arizona, was president of the Maricopa Automobile Club, and a great worker for good roads. He was a good friend of another road booster, John W. Mitchell, general manager of the Hollenbeck Hotel in Los Angeles. These two men conceived the great race across the desert.

Bullard sold the idea to the *Arizona Republic*, which promised to donate a perpetual trophy. John

Mitchell then approached Leon T. Shettler, a fine sportsman and distributor of the Kissel Kar in the territory. Shettler was immediately interested and contacted Colonel Fenner and Captain Ryus, the White Steamer people in Los Angeles. Shettler and the White dealers had been trying for some time to settle which had the fastest car. This race would provide the answer.

At a regular meeting of the directors of the Los Angeles auto dealers, I overheard these men talking over the race and I asked how I could get in. I well remember Captain Ryus saying that the air-cooled Franklin could not possibly cross the desert. That statement got under my skin.

The first race was set for October, only two months away, but my entry was accepted. Andrew J. Smith, the Elmore distributor, entered the fourth car.

An interesting feature of the 1908 race was that the entries provided four distinct types of cars—a Franklin air-cooled six cylinder; a Kissel water-cooled four cylinder; an Elmore water cooled two-cycle four cylinder; and a White Steamer.

My car was equipped with 36x3½ tires in front, and four-inch tires in the rear mounted on quick detachable rims. Extra equipment included four spare tires, block and tackle, strips of canvas to help get out of deep sand, two canvas water bags, a few spare parts, and a good supply of tools. Guy Erwin was my mechanic. We had never seen any of the course beyond Banning, so Shettler loaned me a guide who had covered most of the course. He sat on the floor.

The race started at midnight in front of the Hollenbeck Hotel. We left at five minute intervals in a blaze of glory. Large crowds lined the course through Pomona, Colton, Redlands Junction and Banning. We made good time until reaching the desert at Whitewater. Through Palm

again in an hour. Up to this point we had not seen any of the other cars, for we had started last. In a few more miles we spotted the Kissel Kar stuck in the sand. We pulled out around it, backed up and hooked on a rope. With the power of both cars and both crews we got them out. Harris Hanshue said to me, "Ralph, don't you know we are in a race?" I answered: "I may be in the same fix some time—it's not so good to be stuck 200 miles from nowhere." This little incident cemented a friendship that lasted as long as Hon lived.

As we approached the Palo Verde country, the trails came together. I had wondered where the Steamer was getting its water in this country. I found out when we passed a large rag tied to a bush under which was hidden a five-gallon can of water. Smaller rags warned of a bad wallop in the road.

Leaving Blythe, there was a short run to the river and the overnight control point, but darkness overtook us and we got lost. They were building canals at that time, and no matter which trail we took, it dead-ended at a canal. Our gas was getting low and we were forced to quit short of reaching the control point. We were hopelessly out of the race, but decided it would be easier to con-

and refilled with champagne until everyone's thirst was quenched. Most of us returned to Los Angeles by train, shipping our cars.

When 1909 came around, we put to good use the experience that had been forced upon us the year before, and made our preparations with great care. Once again I drove a Model H Franklin, a newer model this time. This year my mechanic was Clayton Carris, an experienced man in desert travel.

The course was through Yuma in 1909. We got off to a fine start and everything went well until we hit—and I do mean *HIT* — Brawley. I drove too fast over a railroad crossing and smashed the Franklin's differential housing. We had no hope of continuing.

That year 10 cars started, and four finished. One car, an Isotta, came agonizingly close to being a fifth finisher, but went out of commission within four miles of the finish and had to be towed to Phoenix. Joe and Louis Nikrent in a Buick were the winners with a time of 19 hours, 13 minutes and 30 seconds.

For the 1910 race we chose a 1911 40 horsepower, six cylinder Model H.

After the first race, interest ran so high that a special train known as the "Howdy Special" followed the races. The train met the cars at the first night's control point, and then again at the finish where the Howdy Band performed and acted as escort for the winner. The band became very popular.

After spending the night in control, the cars would take off again at intervals in accordance with their times of entering control. The last gap was about 200 miles.

In our 1910 attempt we greatly improved our performance, finishing second just 32 minutes behind the winning Kissel Kar driven by Harvey Herrick in 15 hours, 44 minutes. Eleven out of the 14 starters finished.

By 1911 interest was really running high, and lots of money changed hands. I stated earlier that I always raced as an amateur, but I was always willing to bet on my own car. My

OF THE 1912 LOS ANGELES - TO - PHOENIX CLASSIC

Springs and Indio the trail was fairly well defined, but rough and sandy. As we entered Indio, daylight was just appearing. The road from here followed through Mecca. Beyond this town our trail led to Blythe and Ehrenberg on the Colorado River.

From Mecca we skirted the north shore of the Salton Sea above the abandoned Southern Pacific tracks, and in a short time met a junction where the trails divided. Our guide advised us to follow what he called the Chuckawalla Well Trail. He had been over it. The other route was via Corn Springs Trail.

We soon entered a very steep canyon with shelving rock. Here we broke a steering arm, but fortunately had a spare. We were on our way

to Phoenix than to return to Los Angeles.

The finish was planned to be at the Territorial Fairgrounds on a Thursday afternoon. Ryus and Fennner in their White Steamer, "Black Bess," came in first, circled the track, received the ovation of the grandstands, and were presented to the Governor. Their winning time was 30 hours and 20 minutes. I was last, and all I could do was look forward to better things in 1909.

That evening we gathered at the Adams Hotel for a banquet. The trophy was presented to the winners, and then we retired to the Louvre Bar next door where a custom was established that was followed in all future races. The trophy was filled

customary bet was even money that I could beat any other car. The expense of preparing a car for this kind of event was considerable, and the factory paid none of this cost. My side bets helped quite a bit.

This time (1911) we were driving a 1912 Model H, and with Erwin again in the left seat, we finished second. Harvey Herrick repeated his 1910 victory, but this time he drove a National. His time was 20 hours and 22 minutes. The 1911 course was somewhat longer than in 1910, which accounts for the slower winning time. Ten out of 16 cars finishing first.

In 1912, with two good second places to my credit, I decided it was high time to quit the fooling around and win this race. This year I laid my plans carefully, and at the start I was confident that only an accident would prevent me from finishing first.

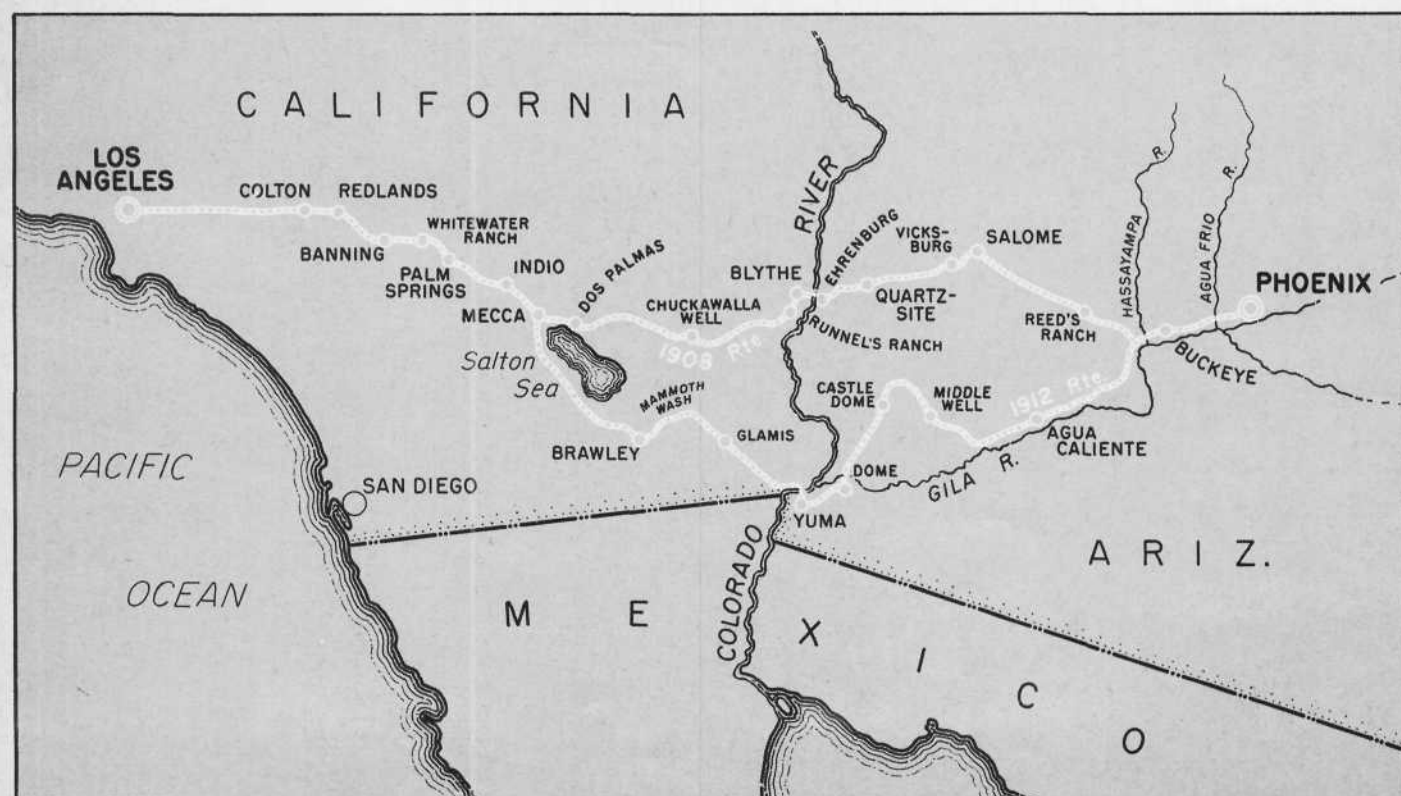
I drove the same 40 horsepower six-cylinder Franklin that I had run in the 1911 race. This was a car well suited for the work it had to do because of its ability to make good speed steadily under the hardest driving conditions.

Before the race started that year, I made a test run over the course. I let the car out over the bad places



ABOUT THE AUTHOR—

Ralph Hamlin, now past 80, helped put the 20th Century on wheels. For more than three decades—starting in 1905—he sold cars (Hamlin is credited with innovating time-payment car buying) in Los Angeles, where he still resides. In those early days, Hamlin recalls, car-selling had one hazard not known today: the dealer usually had to teach his customers how to drive. To boost sales, Hamlin raced his vehicles against all comers—and cashed-in on the resulting publicity. By the early '20s, he had branch offices in Pasadena, Hollywood and San Diego, in addition to the original location on Flower Street in Los Angeles.



to see what it could take. My experience in previous years stood me in good stead. The Franklin air-cooled motor, full - elliptic springs, wood chassis, flexible construction, large tires, and light weight gave me the essentials to win.

After my test run, I realistically figured I could make the run in 18 hours and 10 minutes. This would give me a higher average mileage per hour than ever made before.

I won the 1912 race in 18 hours, 10 minutes, and 22 seconds, and I ran every inch of the way on a fixed program.

The start of the long desert grind was staged at an hour before midnight on Saturday, October 26, in the business center of Los Angeles. There were 12 entries.

We were lined up for the starting signal—a dozen cars with snorting exhausts being held in leash by 12 impatient drivers. Twenty-four beams of light cut great round holes into the night. Twelve restless mechanics nervously fumbled at the controls and pressure pumps. Before us stretched 511 miles of mountains, desert and streams.

At 11:05 Eddie Maier slapped the driver of the first car on the back, and the race was on. Seven other cars started before I got away at 11:45. Of the eight cars that were ahead of me, two were driven by men experienced in the desert race: Bramlette in a Cadillac, and Louis Nikrent in a Buick—the same car he had driven in 1911. Soules, also in a Cadillac, was another worthy contender. He had established a reputation for accepting hazardous chances on the race track, and he was a figure to be reckoned with in the long, mad desert scramble.

In the 307 miles from Los Angeles to Yuma, a long desert stretch began after leaving Banning, 100 miles from the start. The bigger, higher-powered cars would speed it up over the good roads, but when they came to the sand, the steady plugging of my lighter car would tell, and that was where I planned to overtake them.

The city officials were taking no chances on hazardous speeds within the city limits, and each car was escorted to the county roads by motorcycle officers. Crowds lined the streets of the city, diminishing as we got out to the rough streets of the out-

skirts, and appearing again in multitudes along the county roads where we began to hit up speed. Out on this county highway some of the bigger cars were reaching terrific speeds. My Franklin was responding nobly to the throttle and as we passed over the good roads of Los Angeles County we were hitting well over 65 miles per hour.

The crowds lining the highway grew thinner, and finally there was nothing ahead but the glow of our searchlights showing the road.

My mechanic, Andrew Smith, was busy with the big searchlight keeping every twist and turn in the road lighted for 200 yards ahead. The clock which I was going to use to gauge my running time stopped after 15 minutes, and I was compelled to rely on shouted answers from spectators in the towns through which we passed to tell me whether or not I was on schedule.

We made the 33 miles to Pomona in 41 minutes. Good time. Just beyond Ontario we met the first and only bad accident in the race. Smith yelled that it was the Buick driven by Nikrent. The car was a twisted mass of broken steel. We barely avoided colliding with the overturned car, and afterward learned that Bigelow in his flying Mercedes had run into the peril.

There was nothing that we could do, so we kept up our speed undiminished. Nikrent's accident had eliminated two of the eight cars ahead of me, and I was now out to overtake the other six. I could see the gleam from the lights of one of them. I gave the Franklin a little more gas, and soon there were only five cars to catch.

We sped into Colton at one o'clock. We had been on the road only an hour and a quarter, and it seemed as if we had hardly begun the race.

A few miles out of Banning we passed the 32-horsepower Hupmobile driven by Leonard Jones. He was making a noble fight, but we flashed by him. Smith shouted: "Only four ahead of us now."

A short time later we overtook the first Cadillac to start. That the others had distanced this car told us that they were making terrific speeds over the roads that were now becoming mere trails. But the 40-minute gain that we had made on the first car to

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DESERT

Palm Desert, Calif.

start also told us that we were crawling up on the leaders.

The three cars ahead of us were reduced to two in the sands between Whitewater and Palm Springs. We passed Bramlette in the second Cadillac. Only two to go now—the Cadillac driven by Soules, and Faulkner in the Simplex. I knew the kind of race both of these men would drive, and they were taking advantage of every inch of the road.

At Indio we lost eight minutes when we threw a tire. This was the only time during the race that we had to stop outside of the checking places and the eight minutes seemed like eight hours.

Coming into Coachella, the second checking place, the roads grew better, and here only a few minutes separated us from the two leading cars. Daylight began to break in the east.

Mecca, the next town we passed, had been catalogued as the end of things desirable. Ahead lay the desert of the Salton Basin.

Twenty miles southeast of Mecca we saw a cloud of dust ahead. It was Faulkner and the Simplex, with a good lead that I would have to work hard to overcome. The Simplex was making remarkable time.

The sun was climbing higher, and it was no longer necessary to use the searchlight. Smith sank back into his seat for a few minutes' rest, temporarily exhausted from the constant strain of keeping the light on the

road, and working the gasoline pressure pump.

In Brawley, 200 miles from home, the race became neck and neck. The entire population was out to greet us and there were loud bursts of cheers as we passed through.

The dreaded Mammoth Wash lay ahead, and it was here that I planned to overtake the heavy cars ahead of me. The easy-riding of our light car was beginning to make itself felt over the rough trails and deep sand.

In Mammoth Wash it was dig, dig, dig and plow, plow, plow through the miles of sand, and here we passed the Simplex. Teams of horses were standing by to haul the autos out of difficulty, but we had no use for them. Only twice did Smith jump out of the Franklin and get busy with his shovel as we struggled through a sand pit.

One gets an intimate feeling driving a car through a test like this, and I began to feel that the motor in front of me was almost human and seemed to know the effort that it would have to make before it reached its goal, and was putting out every ounce of strength to do it.

My Franklin was doing all that I knew it could do; never was there a car that could stand so much abuse or do such consistent work. Deep sand, rough trails—these became no more difficult than smooth road—as we sped eastward.

When we reached the Southern Pacific track at Mammoth Station, we were ahead in running time, although in position, Soules in the Cadillac was still in the lead.

The roads were in fairly good condition from Mammoth to the Colorado River, and we were making exceptional time. I knew that it was only necessary to hold our pace to come out on top—and that was all I wanted. I was not trying any stunts or accepting unnecessary hazards.

An old boat manned by Indians and forgotten white men ferried us across the river, and the first lap of the race was over. We had a 15-minute running time lead over Soules. The Franklin was in perfect condition.

They said that we were exhausted when we arrived in Yuma, and I presume that expresses it. We had run through sandstorms that had cut our faces terribly. The constant strain of watching the road in the dark, the wind in our faces, and the intense cold that had marked the early part of the race had left us blood-shot and haggard. But we were impatient for

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THE "HOWDY BAND" WELCOMES WINNER HAMLIN

the resumption of the race on Monday morning. I would start from Yuma 15 minutes ahead of the others, and I did not propose to lose that lead.

Our cars were in the control point at Yuma from noon Sunday to day-break Monday. This was the most discouraging period in the race, for

telegrams were flooding us with bad news ahead: "Mountain streams of middle Arizona are raging . . . All road connections cut off . . . Many Phoenix-bound autos stalled . . . One large car abandoned in mid-stream at Kirkland Creek . . . Hassayampa River Impassable . . . No ferry available . . . No bridge for a distance of 50 miles of course . . ."

The next morning—determined to push through to Phoenix regardless of conditions ahead—we sped out of Yuma with our 15 minute lead. Through Middle Wells, Dome and Castle Dome we raced. At Agua Caliente and Buckeye we hit road conditions favorable to our vehicle, and our lead increased. But, a flood of water was crowding the banks of the Hassayampa River, and it looked for a moment as if we would be stopped by nature. The water was two feet deep and rushing in torrents. We plunged into the river and plowed through to the opposite bank.

At Agua Fria River we were faced with more flood difficulties. A railroad bridge across the swollen river was tempting, but there was a prohibition against running railroad tracks in this race. I stopped the motor, wrapped the magneto with a rubber cover, and with the aid of four good horses managed to cross safely, losing only a few minutes.

From the Agua Fria, driving conditions grew better. Here we had a 20-minute lead, and only Soules in the Cadillac was within reach.

The Franklin's motor was working to perfection. The race over the remaining good roads settled down to a steady plug for speed, and then the town of Phoenix hove into view. We sped to the fairgrounds, circled the track and crossed the finish line. I had averaged 28.1 miles an hour for the race—1.5 miles an hour better than the best previous record. Soules arrived 43 minutes and 43 seconds later. Fred Fuller, driving a National, came in 50 minutes later.

By this time the "Howdy" crowd from Los Angeles had me doing a procession around the track on their shoulders.

This was the greatest win of all my racing efforts. I cashed in all my bets!

I did not again enter the Desert Race, but to add some final statistics, the 1913 race was won by Olin Davis in a Locomobile in 18 hours and 50 minutes. Twenty-seven tried that year, only eight finished. The last race was held in 1914 and was won by Barney Oldfield in 23 hours and 1 minute, driving a Stutz. ///

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Desert Garden Guide

October is the month to put your desert yard and garden in order. To most people who live in the Southwest, October ranks with April as the best "outdoors month." The garden—weeds, work and all—is inviting.



Perennials

LOW DESERT: Plant or divide perennials in October. Give late blooming Mums an application of fertilizer, and be sure to water all plants that show need. Feed roses.

OTHER SW DESERTS: Protect shallow-rooted perennials against frost with a mulch. Young plants especially need this frost-protection care.



Lawns

LOW DESERT: There is still time to start a new lawn in October—or you can renovate "old" Bermuda lawns by sowing with Rye grass. Five pounds of Rye is sufficient for every 1000-square-feet of Bermuda that needs winter greening. For a temporary new lawn, use twice that amount of Rye.



Annuals

LOW DESERT: Plant bulbs and hardy annuals for spring flowering. Prepare ground for planting Sweet Peas next month by digging deeply and adding a generous amount of fertilizer and compost.

HIGH DESERT: Dahlias and Gladiolus should be dug out of the ground and stored. Plant spring-flowering bulbs.

NEVADA UTAH AND NO. ARIZONA: October is the month to plant Tulip and Daffodil bulbs.



Trees

Trees and shrubs grown in containers can be planted anytime on the desert. Bare root plantings, of course, must take place while the plants are dormant.

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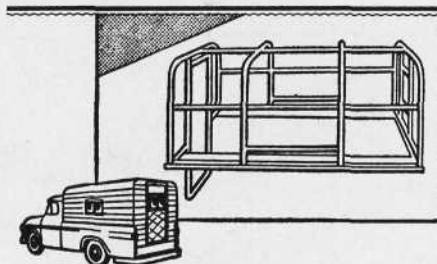
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INDIAN DRUGSTORE

Continued from page 13

extreme bitter taste and rank odor. The crushed root makes a superior soap. In some parts of the country the crushed fruit is thrown into pools to poison fish. Fish stupefied by this plant are quite wholesome since the action of the poison, saponine, is only temporary.

At the outskirts of town I noticed a plant with magenta-colored blossoms growing among the rocks and boulders. It looked almost like the old-fashioned four-o'clocks of my grandmother's garden. In fact, it was a very close relative. I never supposed such a plant would have any medicinal value but learned that it had several uses. The root was said to produce visions and also had a more prosaic use as a cure for stomach ache.

Joe began to point out plants which he said "liked to live around people." Although he didn't know it, these were not natives but immigrants that had been adopted by the Indians once their good qualities had been learned. In most cases these plants have been introduced accidentally or are fugitives from cultivation. One of these is San Juan tree or tree tobacco, a native of Argentina. This is a large loose-limbed shrub with shiny green leaves and yellow trumpet-shaped flowers that bloom the year around. The Mexicans say that the bruised leaves placed behind the ears and tied at the temples with a handkerchief cure a headache within a few minutes.

Another of these naturalized foreigners was an interesting plant with curiously notched leaves and yellow flowers like dandelions. Joe called this plant "Yerba de leche." Its common name is Sowthistle. The dried flowers were a remedy for fever which would "quietly depart." This was the end of the herb lesson and although Joe promised to show me some of the rare plants that grew in out-of-the-way places he never got around to it and I had to be content for the time with this small sample of Indian herb-lore as handed down by the Mexican herb doctors.

Many Indian remedies have been adopted by modern pharmacy such as Cascara and Yerba santa from our own Southwest and many others including quinine from Mexico and South America. Now that the war has made it almost impossible to obtain many of the common drugs, much research is being done with plants from all parts of the country. Curious facts have been discovered. For instance, one of our common species of wormwood contains small amounts of quinine. Other herbs will no doubt yield secrets as valuable. Eventually we can expect to see other drugs transferred from the Indian drugstore to the one around the corner.

PALMS

continued from page 18



as Deglet Noor and ripens from September to December, and is thus easier for the home grower to handle. The Medjool grows on a handsome, strong-looking tree which will put on about one foot a year. The leaves are stocky and tufted.

Kadrawi is a popular date because the smaller, well-flavored fruits are borne on a very small, slow growing tree, which makes them easy to handle. The leaves and leaflets are short, fine and light green.

Halawi is another good date which grows on a normal-sized tree. It is a drier date less affected by humid weather. It is a very good keeper. Halawi leaves are a light blue-green.

The famous black dates of Indio (called Hyanay in Egypt) are actually difficult to process for homes since the whole fruiting arm must be cut off, and when the fruit turns from red to black it is dipped in a solution of potassium permanganate. The dates are then peeled—a rather messy business.

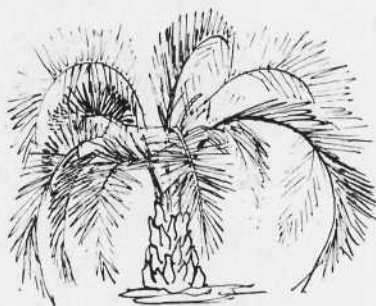
As an ornamental, the Date Palm is best used in lines, in groups with the dates widely spaced and planted upright, or as single specimens. Dates combine particularly well with citrus, helping to shield them from adverse temperatures. Dates in rows, with one Date and then two sour oranges or other citrus, make an interesting border for a garden or a large landscape.

5. The Queen Palm. *Arecastrum romanoffianum* (formerly *Cocos plumosa*).

This is one of the most graceful of the palms which can be grown in California, although it is marginal on the desert. A few plants are grown in Palm Springs. This feather-type palm has beautiful heavily-arched recurved leaves. The trunk is very clean; it is sculpturally smooth to the touch and light gray in color with clearly marked ornamental rings which are left when the leaves abscise. The Queen Palm is a little tender to frost when young, but will establish quite easily anywhere in Southern California on the coast or in inland valleys. It prefers deep soil and needs ample water for good growth.

6. Senegal or Cape Date Palm. *Phoenix reclinata*.

This is the closest we in the Southwest can come to the famous Coconut Palm. The Senegal Date throws out numerous suckers and forms a natural clump of great character. Small plants are expensive and rather untidy looking, but grow rapidly into fine trees with slender trunks usually not greater than six inches in diameter. A well-grown Senegal Date is one of the finest specimen plants which can be used both in California and Arizona. Senegal hybrids are usually very hardy.



7. Butia or Jelly Palm. *Butia capitata* (formerly *Cocos australis*).

This is a strong tough tree which on the coast will withstand the most difficult conditions of heat and drouth of any palm. The trunk is short and very slow growing to about 10 feet, but the large bush head is effective as a landscape subject even with small plants. The fronds are heavily arched and recurved like mammoth tusks, but the foliage, although long, blue and fiercely pointed, is surprisingly harmless when touched. In the desert the Jelly Palm needs careful watering as it is very subject to alkali. Yellow fronds will need a treatment of iron sequestrine as recommended by your nurseryman.

8. Chilean Wine Palm. *Jubaea spectabilis*.

This Palm is common in the city of Santa Barbara and to a lesser extent in Riverside. It is a huge tree of noble proportions and great character, reaching 50 feet or more in 50 years and perhaps 5 feet across the trunk. The leaves are stiffly held and

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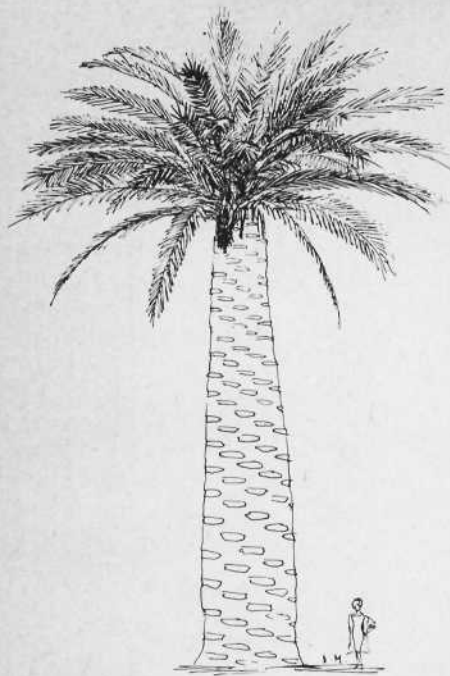
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may be 15 feet long, forming an enormous hemispherical head. This palm is rather slow to form a trunk but will grow one foot a year once it does. It is hardy to about 10 degrees F. and will thrive under a wide variety of climates.

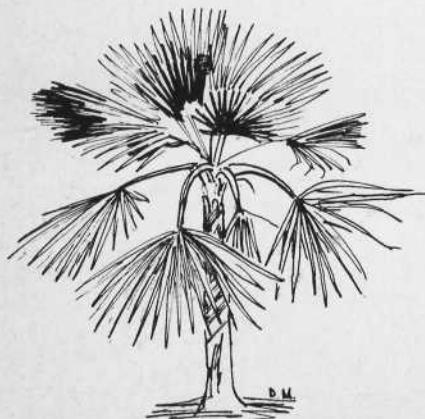
9. Mexican Blue Palm.

This fine palm is hardy throughout the low desert region. With its great fans like fluttering silver sails atop a clean slender light-gray bole, it is outstanding in any landscape which is predominantly dark green.

The Mexican Blue will reach 40 feet eventually in a variety of soils and conditions; it is resistant to drouth and alkali, and in many desert areas thrives on heat if not on neglect.

The leaves should be pruned right back to the trunk, or the peglike projections are unsightly. The silver color comes from a bloom which can be washed off by sprinklers, or by inconsiderate watering.

The Mexican Blue is slow-growing, but even young plants are striking so that it is always a feature in the landscape. This palm makes a fine specimen or group among green palms or dark green shrubs and trees like Natal plum, pittosporum, Carolina Cherry, laurel, or Italian cypress. It is terrific against a white masonry wall.



10. Guadalupe Palm. *Erythea adulis*.

Native to Guadalupe Island, this tree is very similar to the Mexican Blue Palm in both appearance, requirements and growth habits—except the Guadalupe foliage is a magnificent dark green and the fruits are black. In both these species, the fruits are numerous and could be a nuisance for street or highway planting. The leaves of Guadalupe drop from the trees and therefore pruning is unnecessary. In the desert it grows at less than half the speed of the Robusta.

11. The Windmill Palm. *Trachycarpus fortunei* (formerly *Chamaerops excelsa*).

This palm has a regular head of windmill-like fan-shaped leaves and a very hairy slender black trunk which is broader at the top than at the base. This is a small slow-growing palm, reaching 20 feet eventually, and very effective in groups of uneven sizes or as a tub or planting box palm. Some people do not care for the hairy trunks. This palm is very hardy and is grown in the open in Victoria, B. C., where it has withstood temperatures of zero degrees F. The Windmill Palm will grow in the desert, but it prefers coastal conditions.

12. Victoria Palmettoe. *Sabal exul*.

This plant has recently been named a variety of the Texas palmettoe by botanists, but to landscape architects it will always be a definite and distinct form, one of the most striking that can be grown in warm temperate or desert gardens. It is a good-looking straight-trunked tree with a fine symmetrical head of erect and arching deep-green leaves. The trunk is covered with the rich textured pattern of the old leaf bases resembling a basket weave. *Sabal exul* should be planted upright at all times, and will make magnificent groups in any garden.

13. The Needle Palm. *Rhapidophyllum hystrix*.

This is a dwarf, clump-forming palm, which grows into a large shrub about six feet high and 12 feet across. The plant is enormously attractive, and would be widely used by landscape architects if it were more readily available which, unfortunately, it is not. This palm can be readily grown from seed, and wild plants can be obtained from Florida where it grows in limestone swamps.

14. The European (Fan) Palm. *Chamaerops humilis*.

Native to the Mediterranean Coast, these striking landscape subjects will reach an eventual height of about 12 to 15 feet—but they are dwarf palms very suitable for home landscaping. The normal habit of this palm is to have several curved trunks rising from a common base. The shade of the stiff green fan-shaped leaves, as well as the size and the general appearance, are subject to considerable variation. The tree needs some trimming or it will be all head, and the multiple trunks will not be visible. Spent leaf-ends can be cut back with a linoleum knife if the tree looks too untidy. Altogether this tree is probably the most useful palm for planting in Western gardens under the widest possible range of location and conditions. It is hardy to about 15 degrees F., and grows well in the desert.

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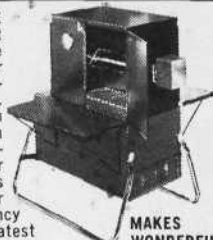
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**Desert
TEST-DRIVE
REPORT
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DATSUN PATROL

WHEN I received the invitation to pick up a four-wheel-drive Datsun Patrol for a special *DESERT* test report, I must admit that I expected this new import from Japan to be "routine"—a copy of the four other makes in this field. The Datsun Patrol is a product of Nissan Motor Company, one of the old established firms in Japan. It is "new" only in the United States.

From the moment Ray Hoen, Nissan Motors promotion manager handed me the keys, the surprises began. They started the minute I opened the specification chart and scanned the figures. For example, the 135-horsepower six-cylinder engine has 225 pounds foot of torque (almost double that of Jeep, which has 114 pounds foot, and half again that of Scout's 135 pounds), making it the most powerful engine in a 4wd sport model. Coupled with a final drive ratio of 26.9:1, the Datsun clearly was no "copy" vehicle — here was a new machine setting out to make a name on its own reputation.

At the moment, the Patrol is available only in a soft-top model, but independent suppliers will no doubt soon offer a hardtop for those who wish a weather-tight body. The interior is the normal bare-but-functional layout for a 4wd car, with firm seats, metal door panels, crank-up windows with full metal frames, and a healthy assist handle on the dash in front of



AT 3392 POUNDS, THE DATSUN PATROL IS THE HEAVIEST OF THE FIVE LEADING 4WD VEHICLES

the passenger. Rear seats are two fold-down benches installed lengthwise to the body. Cargo area is about on par with the Scout.

Since I made the pick-up in Los Angeles, the first test was at legal highway speeds out the Harbor and San Bernardino freeway system to the vicinity of Cabazon on the desert. Of all the 4wd vehicles I've tested, I believe the Datsun offers the smoothest ride. Torsion bar stabilizers coupled with shock snubbers and a complex maze of what might be termed "rebound dampeners" combine

with the 3392-pound body-weight to provide a smooth, easily controlled unit that any driver will find pleasant. Steering effort is also the lightest I have ever encountered on a 4wd car, set at a ratio of 24:1. This indicates that getting to and from your destination need not be a physically tiring, bouncy journey, as it often was in older four-wheel-drive models.

I had no trouble coaxing the Patrol up to 70 miles an hour when space permitted, and acceleration around town was, for a car of this type, more than adequate. As with the other



DOWNHILL OR UP, THE PATROL REACTS QUICKLY TO ANY SITUATION

makes in this field (Jeep, Land Rover, Scout and Land Cruiser), the Patrol lacked sun visors, a fact that always amazes me. I suppose the buyer can fabricate his own, or possibly Datsun will heed complaints on this score and offer them as optional extras.

The driver's seat, upholstered in foam rubber, is adjustable, and for medium-range trips is quite comfortable. The windshield is safety glass and will fold flat for unobstructed vision in rough country.

The shift pattern of the three-speed transmission is standard American, and both the transmission and transfer-case shift levers are floor mounted. Shifting was smooth and effortless. The clutch pedal is suspended from the firewall, as on most American sedans, and is mechanical.

As soon as we found a suitably desolate stretch of country, I turned off the road and almost immediately bogged down in blowsand. I reached for the transfer case lever and shifted quickly into front-drive, high range, and stepped on the gas pedal. The response was gratifying. Without any wheel-spin or the usual bucking, the Patrol got right up and rolled out of the sand trap, up and over the embankment on the far side of the railroad tracks. A shale hillside a quar-

ter-mile off caught my eye, and I headed in that direction, rolling up and over some fair sized rocks on the way.

The Patrol has an interesting device called a "viscous damper" attached between the drag link and frame cross-member which is similar to a shock-absorber in duty. This

damper absorbs much of the common jolting impact that normally is transmitted up through the steering column to the driver's arms. The result is that a steadier grip can be maintained on both uneven terrain and on smooth paved roads, with less strain on the operator.

Those who claim that high horsepower has no advantage in a cross-country vehicle obviously have not had the chance to compare. While it may be true that high horsepower is not *required*, there is no denying the fact that it makes less work of driving, short work of steep grades, and possibly results in at least as good fuel economy as with smaller engines that are straining every inch of the way. The Patrol's 135 horsepower is immediately impressive, providing a much longer wind-up in compound high than one usually encounters. This allowed me to stay in one gear range over more variety of ups and downs, and I'm convinced it saved me countless shifts during the day. In the lowest gear, grades up to 50 degrees were just plain easy for the Patrol, requiring nothing more strenuous on the part of the driver than hanging on while the vehicle leaned or tilted at horrifying angles. While I don't want to over-inflate the Patrol, I can emphasize the fact that power is plentiful for any situation desert travelers are likely to encounter.

All five makes of 4wd sport vehicles feel potent with just the driver, and perhaps one passenger. On an actual expedition, a *normal* load would probably include tent, sleeping bags,



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food, cooking gear, a couple of kids or extra passengers, and spare equipment—all of which places added strain on an already burdened engine. Rock collectors and amateur prospectors will almost always have a capacity load on the return trip. For this reason, anyone intending to purchase a 4wd car had best make his test-drive *with a full load aboard*. In this respect, the Datsun Patrol will come through with flying colors. There is only one other 4wd sport vehicle—the Land Cruiser—with as much horsepower.

A leisurely crawl up through a dry wash eventually brought us to a box canyon where I had the chance to test turning ease and maneuverability. The tech chart had already informed me that the turning radius of the Patrol was 16½ feet, which allows it to cut the sharpest circle of any vehicle in the field. Coupled

With this report on the Datsun Patrol, Desert Magazine continues its test-drive series on four-wheel-drive vehicles. The British Land Rover report appeared in the February, 1961 issue; Toyota Land Cruiser, September, 1961; and International Scout, June, 1962. A limited number of these issues are available (40c each), and can be purchased by mail from: Back Issue Dept., Desert Magazine, Palm Desert, Calif. The fifth 4wd vehicle on the American market—the new Jeep CJ-5—will be the subject of a test-drive report in the near future.

with the 24:1 steering ratio, this ability to veer sharply left or right is a real asset, and gives the driver added confidence in those twisting washes and rocky canyons.

The torsion-bar type suspension again proved its value in smoothing out washboard roads and rocky ledges. Front tread of 54.4 inches and rear tread of 55.1 inches on the Datsun makes it several inches wider at the wheels than the Scout or the Jeep.

Overall body width is 66.5 inches, about 10 inches wider than Jeep. Whether this is an asset or a drawback depends on the viewpoint of the individual. Some like a narrow body to get through those thin cracks that often pass for desert canyons. Body length of the Datsun is 148.5 inches, which places it right between Scout and Jeep on this score. Body height of the Patrol is 78 inches, a foot higher than Jeep, 10 inches higher than Scout.

Fuel capacity is 13.2 gallons, and after checking our gas consumption on both the freeway and while grinding over the back washes, the average was between 12 and 15 miles-per-gallon. I admit to having a heavy foot, and much of the distance I covered off the road was in compound-low, simply because I liked the feeling of raw muscle the Patrol imparts. I doubt that anyone will need to worry much about extra fuel consumption due to the larger engine of the Datsun Patrol. As I have said before, a big engine *loafing* may be more economical than a small one *straining*. Computed on the basis of pounds-per-horsepower, the economy rating of the Datsun is in no danger. I took the trouble to check the figures out mathematically against factory specs and arrived at the following interesting cross-section comparison:

Pounds of weight per horsepower of engine	
Datsun Patrol:	25.1
Jeep CJ-5:	30.3
Scout:	33.3
Land Rover:	37.6
Land Cruiser:	24.1

I did not deliberately set out to paint a rosy picture of this import from Japan, but I see no reason to avoid the truth. It is a clean, well-constructed and well-engineered vehicle for the purpose intended.

I might be concerned about parts and service until such time as a network of dealers and service centers are completed, in any area outside California. It might be necessary, for a year or two, to drive some distance for major service, if and when it is required. Tune-up and minor lube work can be attended to by any service center familiar with imported cars.

All dash instruments read in American lingo, and the Patrol is available in either right-hand or left-hand drive. Further information can be obtained by writing the West Coast distributor, at Nissan Motor Corp., Dept. 10 DM, 137 E. Alondra Blvd., Gardena, California.

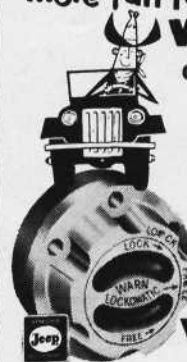
Base price of the Datsun Patrol is \$2695. ///



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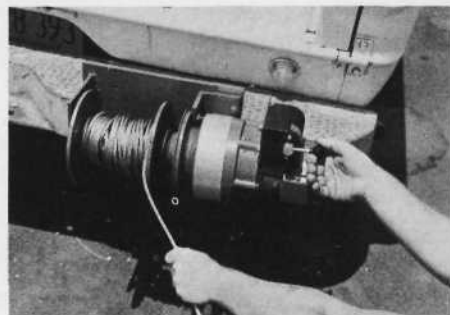
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AIRBORNE SALES' BATTERY-POWERED WINCH

only 22"x 8"x 8 1/2", and total weight is 58 pounds. Two other models are priced at \$52.50 and \$99.50. The E-D sells for \$72.50. Capacities range from 2000 to 3000 pounds. I have personally inspected these military surplus winches, and can verify that they are extremely rugged in construction. Address: Airborne Sales Co., Inc., Box 2727, Culver City, Calif.

Skin Cooler—

After trying the samples of Sardettes sent by the manufacturer, I found them refreshing and practical—even on my leather-skinned exterior. While I don't pretend to be an expert on skin care, the little Sardette packets seem to be a practical remedy for those who suffer dry skin in our Southwest regions, particularly in warm weather. Sardettes are a skin lotion packaged in sealed envelopes. They are supposed to be used immediately after showering: just rip open the packet, unfold the chemically saturated napkin, rub over your skin, and dryness disappears. The price is \$3 for a box of 15, from your drugstore, or from Sardeau, Inc., 75 East 55 Street, New York 22, N.Y. **///**

LETTERS FROM OUR READERS

A Missing Word . . .

To the Editor: The omission of a word in my article on the Sparrow Hawk (August *DESERT*) led to what must appear to be a gross error. The sentence: "... it is ... the smallest of our native birds of prey ..." should read: "... it is ... among the smallest of our native birds of prey."

The Sharp-shinned Hawk, Pigeon Hawk, and Burrowing Owl are near the same size as the Sparrow Hawk; the Pygmy Owl and Elf Owl are much smaller.

EDMUND C. JAEGER
Riverside, Calif.

Small Mining . . .

To the Editor: I don't quite agree with Chuck Dunning's shrinkage of small mining in the Southwest ("Is Small Mining Dead?", August *DESERT*), but if the trend continues, his figures may be reached. However, mining traditionally is an up and down industry and in spite of recent years of consistent down, a reversal still is possible. Gold is bound to become of higher value, and atomic age minerals have unknown possibilities. My biggest bone of contention is Chuck's expressed belief that tariffs, quotas and restrictions on imports cannot be imposed very long without adversely affecting our national economy. He evidently is in accord with the thinking of the Department of State. But I know of very few producers of strategic minerals who agree.

Without the present lead and zinc quotas, Arizona production of the metals would probably shrink to practically nothing. Low-cost foreign lead and zinc may bring this about in spite of the present quotas. Foreign productive capacity is increasing. Foreign mines are now well equipped, generally have higher grade ores, and foreign labor costs are far below ours.

More realistic import protection is necessary to give our mines a better chance to compete, and we are firmly of the opinion that grave harm would result from much longer continuance of the present increasing distress in the domestic strategic minerals industry.

FRANK P. KNIGHT, director
Arizona Department of Mineral Resources
Phoenix

To the Editor: In case of war we will be caught with our "diggin' pants" down. New discoveries of old and new metals must be made now. Prospecting has lagged (except by the Sunday miner) during the last few years. With all their modern scientific instruments, the big companies do not seem to find new deposits, but rely on old mines that were closed because of high operating costs.

D. C. MacIVER
Tunnelton, West Va.

To the Editor: I feel Charles Dunning might have placed more responsibility for the death of the small mining industry on government agencies and government policies. For example, definite promises were made by official representatives of the War Production Board that the gold miners would

receive a higher price for their gold in the post-war period to compensate them for the irreparable damage done by the infamous "Gold Mine Closing Order" which forced gold miners out of business at a time when we were sending supplies for gold mining activities to Russia and elsewhere. Some of the best equipment from Denver was sent to gold mining operations in foreign countries.

It is perfectly fine for men to acquire book-learning in our institutions of higher learning. Many of these men have vision and ability, but there are thousands who sometimes find their way into high places, both in government and industry, who have neither. I have watched these men testify before numerous Congressional Committees. In fact, I was employed as special counsel for the Small Business Committee of the House to conduct hearings throughout the mining camps of the United States at the time the industry could have been saved had the Congress acted favorably upon the report which resulted from the evidence presented at these hearings.

ROBERT S. PALMER, manager
Colorado Mining Association
Denver

To the Editor: Although we have gotten many encouraging letters on the proposal that the government establish a Department of Mines and Mineral Resources, the mining industry is dragging its feet. There is no real concerted or unified move in the mining industry to support the Baring Bill for a Secretary of Mines.

So despite the fact that it is shocking to most mining men to see the ghost camps replace active mining camps in one district after another, I believe this trend will continue until there is some unified action of all mining states for the creation of the post in Washington of Secretary of Mines. This official will look after our interests in the same manner as the Secretary of Agriculture looks after the interests of the farmer.

A. W. KNOERR, editor
Engineering & Mining Journal
New York, New York



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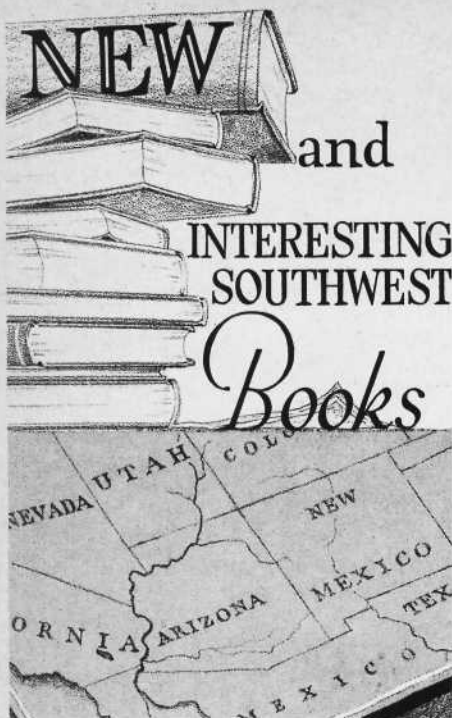
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THERE HAVE, in recent years, been several anthologies that purport to draw together, under folded covers, the Best of the Southwest. To rediscover what has already been discovered may take some doing. The latest gathering-up of stories and legends and factual reports about the pioneer days in the mesquite country is C. L. Sonnichsen's *THE SOUTHWEST IN LIFE AND LITERATURE*.

As is common to all literary collections that use the geographic word "Southwest" anywhere in the title, the first task the compiler faces is to define just where or what The Southwest is. Well, if I may be allowed to avoid the usual Round One, I'll just use Sonnichsen's decision: The Southwest is Texas, Oklahoma, New Mexico, and Arizona.

In 554 pages, Sonnichsen, himself an author of *Open Space Americana*, gathers together bits and pieces of some of the best and/or most representative writings that the Southwest has inspired, starting with the sketches and notes of Matt Field at Santa Fe in 1839, down to a chapter from Edna Ferber's "*Giant*", which is about as modern as anyone cares to get about Legend Land.

Sonnichsen, as far as is possible—considering the physical limitations that a single hefty volume imposes—has done a representative job of compiling. He draws on the facile, earthy works of J. Frank Dobie, for example, as one who wrote so understandingly and readably about range life. Ross Santee, that grand old cow-

hand, adds a first-hand touch of corral talk that he knew so well.

Morris Bishop was selected to tell about a portion of the fantastic wanderings of Cabeza de Vaca. Oliver La Farge and Dorothy Pillsbury and Julia Nott Waugh tint the Spanish Legacy.

Some of the real old-timers—Duvall, Ruxton, Field, and Fred Olm-

THE NEW BOOKS . . .

THE SOUTHWEST IN LIFE AND LITERATURE, compiled by C. L. Sonnichsen. 554 pages; hardcover; \$7.50.

ALSO CURRENT . . .

EDWARD KERN AND AMERICAN EXPANSION, by Robert V. Hine. Observer, topographer, artist and cartographer Kern "discovers" the West of the mid-1880s. 200 pages; illustrations; hardcover; \$6.

WARNER: THE MAN AND THE RANCH, by Lorrin L. Morrison. A well-documented report on a colorful San Diego pioneer. 90 pages; illustrations; papercover; \$2.

ROUNDUP OF WESTERN LITERATURE, by Oren Arnold. First published in 1949, but unique in its target: the junior high school reader. 308 pages; illustrations; hardcover: \$3.75.

HOW TO ORDER . . .

The books listed above can be purchased by mail from Desert Magazine Book Store, Palm Desert, Calif. Please add 15c for postage and handling per book. California residents also add 4% sales tax. Write for free Southwest book catalog.

sted—have wisely been selected to represent their days, now a century gone. The two best among the half dozen who write of the Indians are Frank Waters, who describes the Indian and his gods, and Paul I. Wellman, in a chapter: "Mangus is Flogged."

There are seven general selections in Sonnichsen's book, each containing from two to nine selections. They are:

The Land Itself
The Conquistadores
The Spanish Legacy
The Americans Arrive
The Indians of the Southwest
Cowboys and Ranchmen
Bad Men and Peace Officers

The fact that the volume, by its

very nature, is fragmentary, appeals to me. I can pick up the book, open it at any page and read along most happily. No need for continuity. Isn't it enough just to read R. L. Duffus' description of the first sight of old Santa Fe from the top of the trail at the crest of the Glorietas: "At first sight the town was not much to look at. It was possible to be utterly disgusted with it at first sight, second sight, and last sight. To enjoy it thoroughly one had to have a flair for such things. . . ." Those who enjoy the special nuances of adobe walls will fully appreciate Duffus' last sentence.

Or, Alberta Hannum's descriptive passage taken from her *Spin a Silver Dollar*: "Squaw Dance is the white people's name for it because the squaws take the lead in the dancing. A woman indicates the partner of her choice by grabbing him firmly by the back pocket of his levis and his belt, and dragging him forcibly into the dance circle. It is etiquette for the man to appear reluctant, but in reality he is highly pleased." Now, isn't it fun to stop right here, to heck with the rest of the anthology, and contemplate a man highly pleased while being pulled backward by his pants pocket?

And how is this for a peek through the crack in the wall of Time? By the sensitive side-line delineator, N. A. Jennings, an Easterner who went to Texas for color: "A brilliant crimson silk sash was wound around his waist, and his legs were hidden by a wonderful pair of *chapajeros*, or chaps, as the cowboys called them—leather breeches to protect the legs while riding through the brush. These *chapajeros* were made of the skin of a Royal Bengal tiger. The tiger's skin had been procured by Fisher at a circus in northern Texas. He and some of his fellows had literally captured the circus, killed the tiger and skinned it, just because the desperado chief fancied he'd like to have a pair of tiger-skin chaps."

Perhaps Sonnichsen has his reasons, but I can't imagine a true anthology of the Southwest without one or two writings by some of the *FIRST* chroniclers: the *padres* and *capitans*, who brought the Spanish heritage to the Southwest.

—Charles E. Shelton

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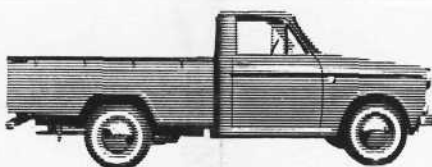
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